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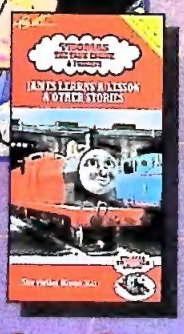

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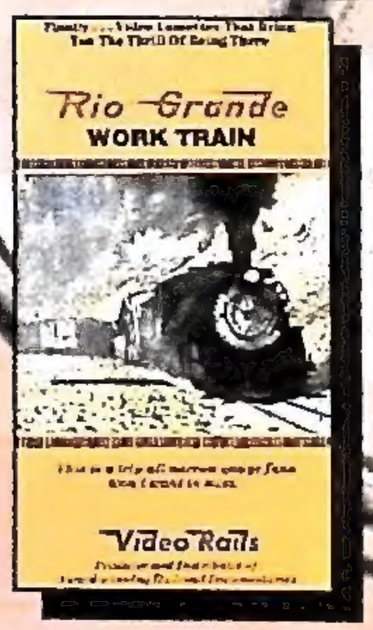

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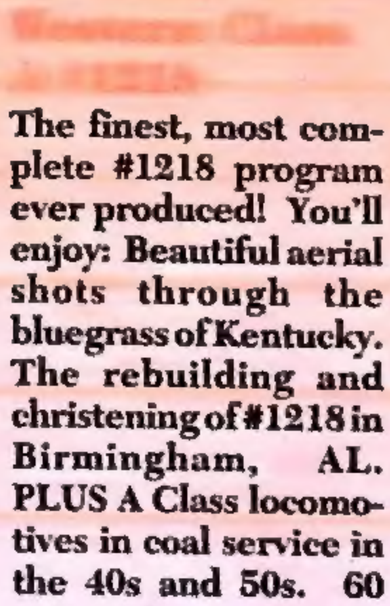

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THE MANITOU & PIKE'S PEAK Railway, celebrating its 100th year of operation, ran a special train up its standard-gauge cog railroad on June 28 with VIPs onboard. The special's twin Swiss diesels are seen at the top of the line at Pike's Peak (elevation 14,110 feet) as riders take in views of Rocky Mountain scenery. Regular tourist trips will continue into October. See TIMETABLE for schedules.

FUJICHROME VELVIA: RONALD C. HILL

Railnews

KODACHROME: PETER JOBE

CANADIAN COMMUTERS on CTCUM Train 955 on July 2 rode aboard recently modified former VIA coaches, led by two CN electrics at Laval, Quebec. See page 46.

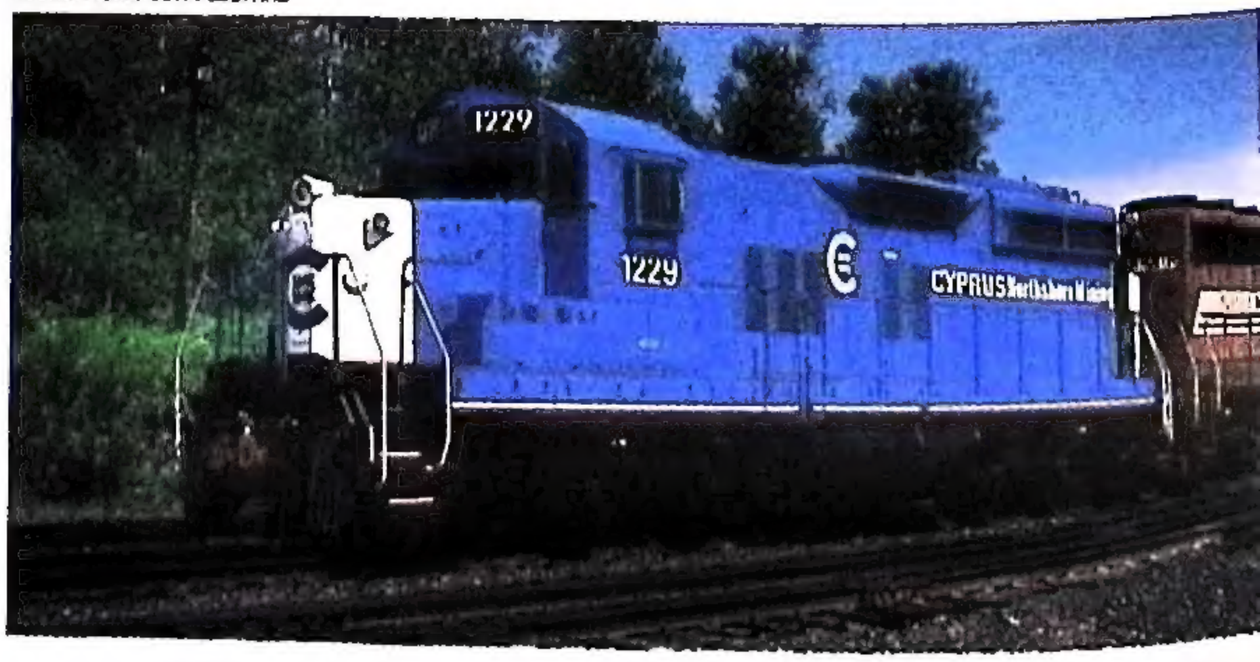
KODACHROME: KEN CHURCH

CHICAGO CENTRAL 2000-series units at Council Bluffs, Iowa, on May 13 (left) are among the five ex-Monongahela GP38s they obtained from General Electric. See Page 46.

CYPRUS NORTHSHORE MINING SD18 1229 at Silver Bay, Minn., on June 12 (below) was rebuilt by Generation II. See page 46.

FUJICHROME 6X7: GEORGE COCKLE

KODACHROME: JOHN LEOPARD



HELM LEASING applied a new, one-of-a-kind paint scheme to its new GP40 3110 (ex-Conrail 3154), seen at Council Bluffs, Iowa, (left) on June 18. The unit is being used by Helm for road testing of a new Woodward Complete Locomotive Control microprocessor system, which monitors and adjusts locomotive performance. The 3110 is now on lease to C&NW. See page 46.

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From the Publisher's desk: Durango Revisited

After the NMRA model railroad convention in Denver last July, Phyllis and I grabbed the evening United Express Brazilia 1600 turboprop flight for the hour long trip to Durango. In 1939 you could still get the Rio Grande Train 15/115 at 7:30 p.m. from Denver to Durango via La Veta Pass, but dining and sleeping car service had disappeared. There was a stop-over at Alamosa for breakfast and a change of trains from standard to narrow gauge. Train 115 was scheduled to arrive in Durango at 4:35 that afternoon, for an average speed of about 21 m.p.h. Smart locals could get off the train at Alamosa and board a Rio Grande Trailways bus to Durango, cutting four hours off the trip. The trip to Durango by plane lasted just long enough for a complementary orange juice and a *New York Times* crossword puzzle.

Leo Campbell, of Campbell Scale Models, recently moved his plant to Durango and had arranged a tour of the roundhouse and shops. The Durango & Silverton Narrow Gauge Railroad's new roundhouse had replaced the old one which had burned down. We were met by an old friend of Leo's, Andy Saez, one of the D&SNG's security guards. Security in the D&SNG terminal area is tight, and the engine facilities and yards have been fenced off. It has become necessary because of theft, vandalism and laws which all too often reward trespassers with retirement income for life when they hurt themselves.

At first glance the roundhouse looks old, but only two walls remain of the original structure, neither of which is load bearing. Owner Charles Bradshaw spared no expense in seeing that the new roundhouse looked as though it had been built during the Otto Mears silver days. Perhaps missing was the century old clutter of Rio Grande days. The atmosphere was strictly business.

Inside the roundhouse were the three 470 series engines, the 480 and 481, the working 497 and three more 490s (one sans tender) awaiting restoration. There were four scheduled trains on the day of our visit. Use of a 490 would add another car or two to the train length. Also in the roundhouse was ex-RGS 2-8-0 No.42, built as Rio Grande Class C-17 No.420 by Baldwin in 1887. The little 42 hasn't the capacity to handle the ten to 14 car tourist runs, but we suspect she might show up for movie runs or extra fare first class service someday in the future. Another stall was occupied by the 1989 vintage "doodlebus" railcar which has been withdrawn from its runs out of Rockwood.

The D&SNG's shop area is packed with heavy, expensive, modern tools which many standard gauge carriers would envy. We heard reports that these shops may soon be doing outside work for rebuilding of a Georgetown Loop engine and a Cumbres & Toltec locomotive.

This year the D&SNG locomotives sported new "bear trap" cinder bonnets on the stacks similar to those once used on Colorado & Southern engines. The object of the traps is to cut down on sparks which could have caused fires to buildings and fields. Even with the bear traps, D&SNG trains are still followed by a section speeder on fire patrol. The boiler fronts of D&SNG locos have also been changed from silver to a dull gray.

The name of the railroad has changed and the track has been rearranged, but Durango is still a great place to see narrow gauge at its best.

RAILFAN & RAILROAD

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Cover

There is an endless parade of coal trains and manifests on the Union Pacific's Marysville Subdivision between Gibbon, Nebraska, and Kansas City that yields up to 40 trains a day. Just another member of the fleet is this westbound empty coal train headed for the Powder River Basin behind a pair of SD60s, rounding a curve at Jeffrey, Kansas, on September 2, 1989. For a full report on this busy line, see Charles Bohi's feature beginning on page 50. Kodachrome: Dan Munson.

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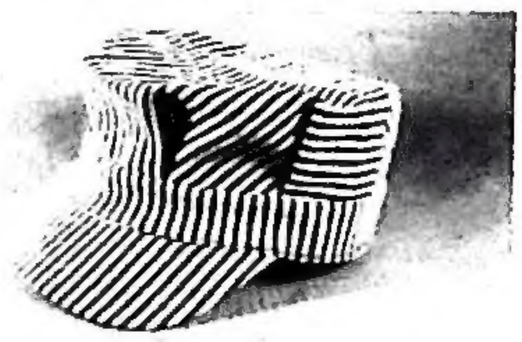

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Fanmail

"OY" vay!

As a long-time subscriber as well as being personally involved in the operation of the Cumbres & Toltec Scenic Railroad, I want to express my disappointment with the negative news story written by Steve Brown about the running of historic rotary snowplow OY which appeared in the August 1991 issue.

Having been a part of all the events described, I certainly came away with a more positive feeling than did Mr. Brown. The unfortunate events that took place at Foster's Restaurant just do not make a major difference, in my perception, of the event even as a participant. However, and most importantly, to a person who was not a participant, I just do not believe that that has any news value what so ever.

I wanted you to know my thoughts with regard to this matter but I also want you to know that I was impressed with how quickly the story was able to be run and also the complementary nature of the photographs and the Pentrex advertisement on the inside back cover.

WILLIAM J. LOCK
Albuquerque, N.M.

Hi8 at Sacramento

About your July '91 CAMERA BAG, the trip to Sacramento was the first time out for my Hi8 video camcorder. The results are, as you said "downright astounding." Being an old 8mm movie guy, the ease of operation is amazing.

JULIE & WARREN SCHOLL
Ft. Madison, Iowa

LeMassena on Erie 2-6-6-4s

I have just seen Tom Dressler's story about 2-6-6-4s in the June R&R. You might be interested to know about a Baldwin proposal for Erie 2-6+6-4s dated 16 January 1929. This was before the Erie had acquired the last of its 105 2-8-4s. The most remarkable aspect of this proposal is the closeness of its specifications and dimensions to the N&W 2-6+6-4s, which appeared in the early summer of 1936!

Now, a word about the first ones. It is true that P&WV 1100 was the first *new* one, as well as the first *normally-oriented* 2-6+6-4. In 1912 the Southern Pacific's Sacramento Shops converted all twelve cab-forward 2-6+6-2s to 2-6+6-4s, using new 4-wheel trucks and frame extensions supplied by Baldwin. Hence, they were the first of that wheel arrangement.

NO! NO! NO! They were not 4-6+6-2s. Whyte's classification was not based on the sequence of wheels as they passed a milepost. Their sequence was related to the *front* of the engine; and, the front of the engine was defined in Locomotive Cyclopedias as the *smokebox* end of the boiler.

As long as I am investing 29¢ to donate these bits of wisdom, may I point out that today's R&R reader doesn't know very much about steam locomotives. Consequently, he might very well assume that a 2-6-6-4 was constructed just like a 4-4-4-4. So, why not put that "+" symbol in 2-6+6-4, thus informing the reader that its construction resembles that of a 2-C+C-2 GG1 of the PRR? You may not be aware of it, but the A.R.E.A. (I believe) adopted the "+" symbol for articulateds in 1948. So, now, you have a couple of good reasons to use that "+."

ROBERT A. LeMASSENA
Lakewood, Colo.

We could get a good argument over what constituted the "front" of a steam locomotive, for the SP Cab-Forwards had "lead" trucks beneath the cabs, not "trailing" trucks, and there was a big difference in their

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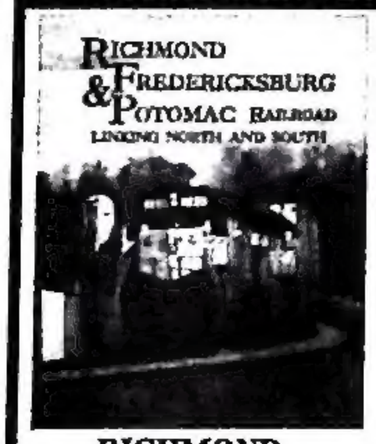

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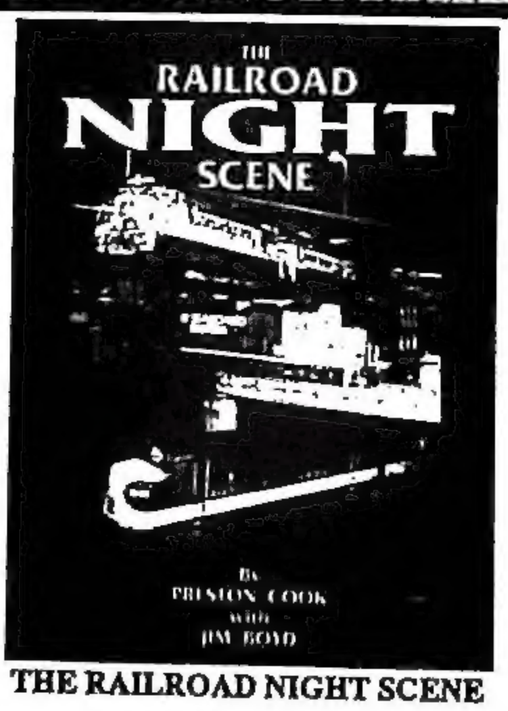

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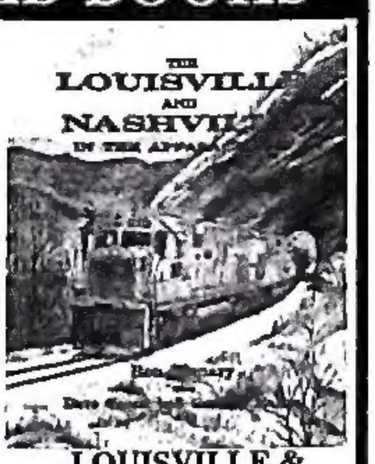

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guiding characteristics — or lack of them, in the case of many trailing trucks. Notice that the lead trucks on the famous 4-8-8-2s are very different from the Delta trailers on the "normal" AC9 2-8-8-4s. And when it comes to that "+" sign, there's always the matter of those Erie 2-8+4s and T&P 2-10+4s with their Lima Articulated Back Ends — J.B.

Pacific parentage

One suspects that the real reason that the British did not send No.71000 *Duke of Gloucester* to Railfair '91 was to spare it the humiliation of having its parentage attributed to the London, Midland & Scottish Railway (not to mention listening to you Yanks trying to pronounce the name).

For the record, the *Duke* was built in 1954 by British Railways, six years after nationalisation. Although designed and erected at the ex-LMS works of Derby and Crewe respectively, Britain's ultimate express passenger steam design was the sole representative of an intended BR standard class. The modernization plan of that year prevented its development and duplication.

Maybe your error was the result of gender confusion with the LMS *Dutchess* Pacifics, or of an American mental block at the thought of any locomotive devoid of headlight, bell and a maze of external plumbing. Or would you describe a Canadian National 4-8-4 as a Grand Trunk design?

DAVID J. NEDD
London, Ont.

While I would not call attributing LMS heritage to a product of Derby and Crewe "humiliating," I was, indeed, in error in not researching the Duke *a bit further. As a regular subscriber and reader of the British* Railway *Magazine, however, I should have known better* — J.B.

Canadian commentary

I am going to take some exception with your comments in the most recent R&R regarding the reasons for the cancellation of the joint appearance of the ex-CPR 2860 and ex-CNR 6060 at Railfair '91. You stated in-

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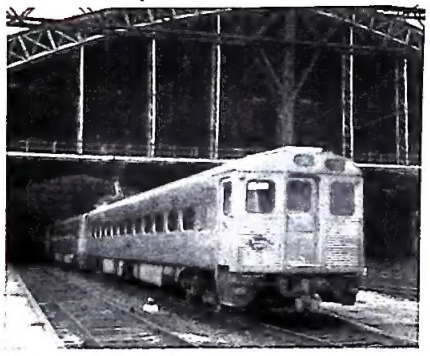

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RAILROAD AVENUE ENTERPRISES

surance was the underlying reasons. As operations manager for the aborted undertaking, let me assure you that insurance was not the issue, it was a more deepset problem than

The reasons that the two big Canadian engines did not appear was the fact that two major U.S. railroads were not prepared to allow us to carry passengers. We were able to produce evidence of coverage *well in excess* of $25 million (U.S.).

As was put to me most succinctly by a senior level executive of one of the railroads, "Your level of coverage exceeds any realistic expectation. Our reason is dictated by our risk management personnel. In short, we know that if there is any incident, however minor, the railroad will be dragged in to litigation as a matter of course. We don't need that."

I would submit that it is the risk of litigious action that canceled our plans, not the ability to provide liability insurance. Lawsuits have become such a way of life that railroads simply are not prepared to deal with the risk of same any longer. As a businessman myself, I agree. Lawsuits have rendered the rail excursion nearly extinct. The cost of even a minor litigation may exceed any potential profits or even gross revenue to be realized from such an excursion. Who needs that?

Our absence at Railfair is easy to explain. Given operating costs of over $500,000 and no mechanism to raise offsetting revenue, there was no choice.

JAMES P. CROWLEY
Manager
UTDC/Lavalin Railfair Project
Calgary, Alb.

Locating Sparks

Enjoyed reading your Project 2472 article but how about sending Sparks (Las Vegas) back to Sparks (Reno) where it belongs. (Couldn't resist.)

ARA MESROBIAN
Chevy Chase, Md.

When you've seen one glitzy gambling town, you've seen 'em all. Lucky I didn't move Sparks to Atlantic City! — J.B.

On preservation and scratch-building

I have read with interest both British reports on the A1 Locomotive Project 1990 and your modest suggestion about a replica NYC Hudson in the July 1991 R&R. As enticing as the idea is, and as vacant as NYC locomotive preservation is, the idea should remain just that — a suggestion.

The British preservation scene is as different from the U.S. scene as the trains' appearances. One could say that the A1 project arose because British rail preservationists ran out of locomotives to restore to main line standards (an exaggeration, but only slight). After clearing out scrap yards and restoring dozens of large engines to top shape (and hundreds more for tourist line service), Britain's preservations can actually enjoy the luxury of storing large steamers for future operation, as some owners have done. In addition, the owners and operators maintain an active and friendly relationship with British Rail, which operates or allows dozens of main line outings a year (89 scheduled for 1991).

Compare this with our North America, where dozens of big steamers sit idle, either without enough funds to keep them in repair or no trains for them to pull. The list is long: C&O 614, NKP 759, Reading 2100, C&O/SR 2716, T&P 610, PRR 1361, CPR 2839 CNR 6218 . . . Add to this engines running or soon to be running without enough trains to pull to make their boiler certificates worthwhile: B&LE 643, Frisco 1522, CN 6060, SP&S 700, AT&SF 3751, PM 1225, NKP 587, SP 4449, GTW 4070 . . .

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CARL STURNER

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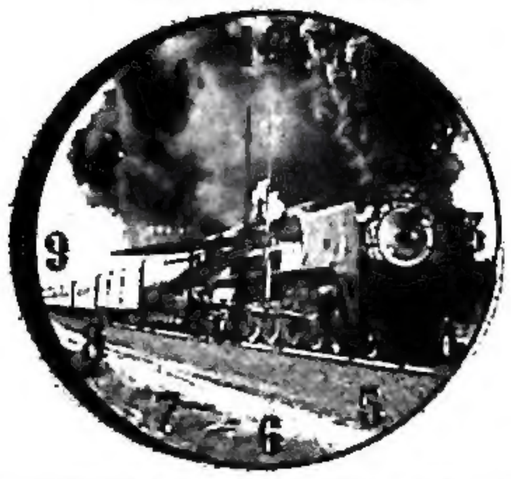

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ALEXANDER D. MITCHELL IV
Selinsgrove, Pa.

You have a very good point, but the problem today is less a matter of equipment than it is that American railroads are "out of the passenger business" and the insurance-conscious corporate "risk managers" keep their jobs secure with a universal "Just Say No" policy toward any exposure with steam engines or passenger trains. In America, litigation, not baseball, is the National Passtime — J.B.

On the Belfast & Moosehead Lake

Many thanks to you and George Melvin for the article on the Belfast & Moosehead Lake Railroad. In the late 1950s, when B&ML was about to give up its passenger and mail services, I persuaded two friends at Bangor Theological Seminary to ride with me to Brooks and take a "last ride to Burnham Junction." When we reached Brooks I was thrilled to find that the agent was none other than Linwood W. Moody, author of *The Maine Two Footers*. It seemed there was little reason to have an agent at Brooks, but the newly purchased radio system wouldn't send all the way from Belfast to Burnham Junction. So Linwood would pick up the messages from Belfast and relay them back and forth to the train.

He was an amusing soul. When the single 70-tonner blew for the crossing he grabbed a stop sign and headed out to the crossing "to prevent carnage in Brooks." His endless anecdotes helped to pass the time quickly. We corresponded occasionally after that.

I recall little about the ride except that it was rough. One of the brakemen explained that the rail joints on part of the B&ML were side by side rather than staggered. This kept the old wooden combine hopping in and out of the joints like a ruptured duck. There was no freight that day, so we were a true two-car passenger train.

A decade later I rode the B&ML again on a release. That day we had two 70-ton switchers, one lettered "Montpelier & Barre," two crews (as there was no m.u. capability) and a dozen cars of chicken feed. B&ML was always kind to fans. Wilfred Hall was always very patient with fan correspondence and for a while sold postcards of the 70-tonners and earlier steam. That day it took us eight hours to do the entire trip to Burnham Junction and return.

A few years ago Linwood Moody died in a nursing home near Waterville. Now it appears his "last railroad" is about to check out. Thanks for the memories.

Rev. WALTER F. SMITH
Saugus, Mass.

Actually, just after the B&ML feature went to the printer, the railroad was purchased by a group of local businessmen who intend on making a real go with Belfast & Moosehead Lake tourist trains using the 70-tonners. See MARKERS — M.D.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1991 Excursion Season. The following listings indicate **Date,** locomotive, routes and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. 611 is an N&W Class J 4-8-4; 1218 is an N&W Class A 2-6-6-4; 4501 is a Southern Railway 2-8-2.

September 7-8, 4501 Knoxville to Chattanooga, Tenn., and return (OSRM); **September 14,** 4501 Charlotte-Columbia-Spartanburg, North Carolina, circle trip (PCCN); **September 15,** 4501/diesel Charlotte-Asheville, North Carolina, and return (PCCN); **September 21,** 4501 Kingsport, Tenn., to Appalachia, Va., and return (WVC); **September 22,** 4501 Kingsport to Knoxville, Tenn., and return (WVC); **September 21-22,** 1218 Bellevue to Fort Wayne and return (MRC); **September 29,** 1218 Cincinnati to Muncie, Ind., and return (CRC); **September 28,** 611/diesel Alexandria-Shenandoah Jct.-Alexandria circle trip (WACN); **September 29,** 611 Alexandria to Front Royal, Va., and return (WACN).

October 5, 1218 Lexington, Ky., to Chattanooga, Tenn., one way (BGM); **October 6,** 1218 Chattanooga to Lexington, one way (BGM); **October 5,** 611/diesel Richmond-

Norfolk & Western - Diesel's Last Conquest - By W. E. Warden
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Lynchburg-Brookneal circle trip (ODM); **October 6**, 611/diesel Richmond-Appomattox-Lynchburg and return (ODM); **October 12**, 1218 Chattanooga to Oneida, Tenn., and return (TVRM); **September 13**, 1218 Chattanooga to Harriman and return ((TVRM); **October 12**, 611 Roanoke to Walton and return (two trips) (RNRH); **October 13**, 611 Roanoke to Bluefield, West Virginia, and return (RNRH); **October 19**, 1218 Chattanooga to Oneida and return (TVRM); **October 20**, 1218 Chattanooga to Harriman and return (TVRM); **October 19**, 611/diesel Greensboro to Asheville and return (GNRH); **October 20**, 611/diesel Greensboro to Asheville and return (GNRH); **October 19-20**, AWP 290/FP7 Atlanta to Rome, Georgia, and return (ANRH); **October 26-27**, 611 Atlanta to Toccoa, Ga., and return (ANRH); **October 26-27**, 4501 Asheville, N.C., to Bulls Gap (ASHV).

November 2, 611 Atlanta to Chattanooga one way (ANRH); **November 2**, 4501 Chattanooga to Cleveland, Tenn., and return (TVRM); **November 3**, 1218/611/4501 Chattanooga to Atlanta one way; November 2-3 trips in conjunction with NS Steam 25th Anniversary (TVRM/ANRH); **November 9-10**, 611 Huntsville, Ala., to Chattanooga and return (NARM); **November 16-17**, 611 Birmingham to Chattanooga and return (HOD); **November 16**, 1218 Columbia, S.C., to Kannapolis, N.C., and return (SCRM); **November 17**, 1218 Columbia to Charleston, S.C., and return (NONH).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 333, Tucker, GA 30085; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 523 Merrimon Ave., Asheville, NC 28804; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (CRC) Cincinnati Railroad Club, P.O. Box 27050, Cincinnati, OH 45227; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (MRC) Mad River & NKP RR Society, P.O. Box 42, Bellevue, OH 44811; (NARM) North Alabama R.R. Museum, P.O. Box 4163, Huntsville, AL 35815; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245-6493; (NONH) New Orleans Chapter NRHS, 314 Atherton Drive, Metairie, LA 70005; (ODM) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226, (OSRM) Old Smoky Railway Museum, P.O. Box 601, Knoxville, TN 37901; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (SCRM) South Carolina Railway Museum, P.O. Box 235, Rion SC 29132, (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (WACN) Washington Area Joint Trip Committee, P.O. Box 456, Laurel, MD 20725-0456; (WVC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

SALEM, NEW JERSEY, Wednesdays at 6pm, Sundays at 1:30pm. West Jersey Railroad Dinner Train makes 11-mile round trips to Woodstown using *The 100*, a lavishly restored private car originally built by Pullman in the early 1900s for Solomon Guggenheim of Anaconda Copper. Coach Class $10, Luxury Class with onboard refreshments $20, dinner served in Woodstown at additional cost. Reservations required. Contact: West Jersey Railroad, 214 Grant Street, Salem, NJ 08079; 609/935-8943.

KNOX, KANE & KINZUA RAILROAD 1991 schedule. Scenic excursions behind steam (Baldwin 2-8-0 No.38 or Chinese 2-8-2 1658M) or diesel power operate round trip from Marienville or Kane, Pennsylvania, to 300-foot high Kinzua Viaduct on the following days. From Marienville (96 miles, depart 8:30am), adults $20, ages 3-12 $13. From Kane (32 miles, depart 10:45am), adults $12.50, ages 3-12 $8. Children under 3 free. Snack bar on train. Box lunches (paid in advance) $3.75. Advance reservations recommended. Contact: Knox, Kane & Kinzua Railroad, P.O. Box 422, Marienville, PA 16239; 814/927-6621 or 717/334-2411.

September, Friday-Sunday.
October, Wednesday-Sunday first two weeks, Saturday-Sunday second two weeks.

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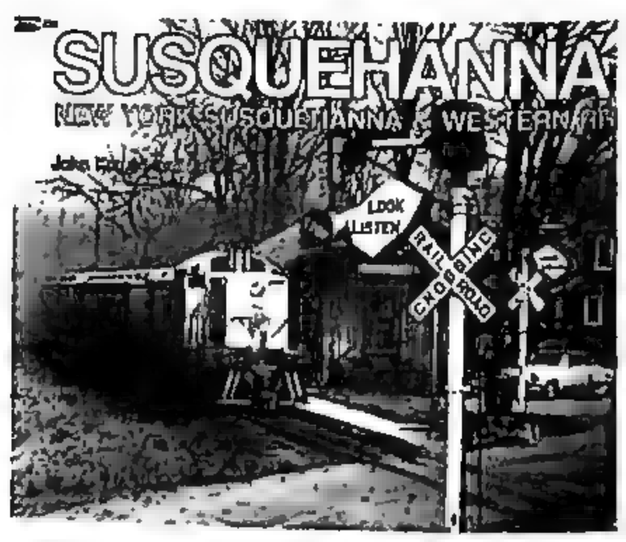

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WESTERN MARYLAND SCENIC RAILROAD 1991 schedule. RS3 and FA diesels in full WM paint will power 32-mile round trip excursions between Cumberland and Frostburg, Maryland, via Helmstetter's Curve, Brush Tunnel and a 2.8% grade. Operates Tuesday-Sunday through October 31, Saturday-Sunday (plus holidays) through December 1. Fares *except* during October: adults $12.50, seniors $11, ages 2-12 $7.50. Fares during October *only*: adults $14.50, seniors $14, ages 2-12 $8.50. Children under 2 which do not occupy a seat ride free. For more information phone the Western Maryland Scenic at 800/TRAIN-50 or 301/759-4400.

STRASBURG, PENNSYLVANIA, through March 3, 1992. "Speed, Safety, Comfort: Images of the GG1," a special exhibit at the Railroad Museum of Pennsylvania on Route 741 (opposite Strasburg Rail Road). For hours and other information phone the museum at 717/687-8628.

CHAMA, NEW MEXICO, September 1. Doubleheaded narrow gauge mixed freight and passenger excursion on the Cumbres & Toltec Scenic Railroad from Chama to Big Horn Wye and return. Numerous photo runbys. $75 per person. Contact: Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201; 303/431-4354.

INDIANAPOLIS, INDIANA, September 6-8. 8th Annual Hoosier Traction Meet at Best Western Waterfront Plaza, 2930 Waterfront Parkway West, Indianapolis, IN 46214; 317/299-8400 (located off I-465 and I-74 west on Hwy. 136). Tickets $10 in advance, $11 at door. Friday: swap meet (tables $5), slide and movie sessions. Saturday: continuous movies and lectures, including program by R&R columnist George Smerk. Sunday: trip on Indiana Rail Road aboard historic traction equipment. For tickets and information contact: Hoosier Traction Meet, 2958 Westridge Avenue, Cincinnati, OH 45238; 513/661-0042.

BELFAST & MOOSEHEAD LAKE 1991 Excursions depart Belfast, Maine, at the following times and dates. For reservations and further information phone: 207/338-2931.

September 7-22, Saturday-Sunday only at 2pm, Belfast-Waldo (14 miles), adults $8, under 12 $5.

September 28-October 20, Saturday only at 10am, Belfast-Burnham Jct. (66 miles), adults $18, under 12 $12.

September 28-October 20, Sunday only at 10am and 1pm, Belfast-Brooks (24 miles), adults $10, under 12 $6.

HIGH IRON TRAVEL, P.O. Box 480344, Denver, CO 80248-0344 (303/825-8885), is sponsoring the following railfan events.

September 7, C&IM trip Springfield-Taylorville-Havana-Peoria. $195.

September 12-15, Chicago-Ashland, Wisconsin, via Soo Line on private cars *Caritas* and *Cimmaron River* for AAPRCO Convention. $785; $200 extra for roomette.

September 28-29, Connellsville-Brewster-Cleveland via "new" W&LE on private car special, $795; $200 extra for roomette.

ARKVILLE, NEW YORK, September 7. Railfan Day on the Delaware & Ulster Rail Rides on five miles of ex-Ulster & Delaware in the Catskills. Regular summer season operations through October 27: Adults $7, ages 5-11 $4, under 5 free, seniors $5.50. For complete schedule phone 800/225-4132 or 607/652-2821, or contact: Delaware & Ulster Rail Ride, P.O. Box 310, Stamford, NY 12167.

NASHVILLE, TENNESSEE, September 7, October 12-13, December 7. Rare mileage 90-mile excursions to Watertown on ex-Tennessee Central trackage with *Broadway Dinner Train* cars, privately-owned sun lounge *Hollywood Beach* and Nashville & Eastern U30Bs. For more information contact: Terry Bebout, 709 N. Lake Circle, Brentwood, TN 37027-7844; 615/781-0262.

HIGH IRON TRAVEL, P.O. Box 480344, Denver, CO 80248-0344 (303/825-8885) is sponsoring travel September 12-15 on private cars *Caritas* and *Cimarron River* to AAPRCO Convention. Runs Chicago-Stephens Point-Wausau-Ashland on Wisconsin Central. Fare of $695 (per person, double occupancy) includes convention ticket.

CANADIAN ROCKIES SEA & RAIL TRIP, September 12-26. To or from Seattle. Includes Seabus and Skytrain in Vancouver, Royal Hudson steam trip, VIA trip to Jasper, 15-hour boat trip up Inside Passage, Banff and Lake Louise and much more. Contact: Townsend Tours, Box 504, Port Hadlock, WA 98339; 206/385-7735.

STEAMTOWN PHOTOGRAPHER's WEEKEND, September 13-15. Another terrific weekend of railfan photography and fun will take place at Steamtown National Historic Site in Scranton, Pennsylvania. Plans include a passenger excursion from Scranton north to Binghamton (beyond Steamtown's normal operating territory!), a night photo session and more of those yard photo runbys that made last year's event such a smash success. Due to extensive construction, scheduling for certain activities won't be finalized until just before the weekend. Watch this column for further developments or phone 717/961-2033 for updated information.

BUS CHARTER TO GETTYSBURG RAILROAD, September 14. Delaware Valley Chapter NRHS charter bus departs SEPTA park & ride lots in Yardley (New Hope exit off I-95, 6am) or Oreland, Pennsylvania, (Exit 26 off Penn. Turnpike, Route 309 South and Oreland exit, 6:50am) for trip to Gettysburg Railroad for ride behind CPR 4-6-2 1278 to Mt. Holly Springs. Adults $28, under 12 $22. Send payment and SASE with note indicating boarding point to: Delaware Valley Chapter, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

READING COMPANY Technical & Historical Society Moonlight Special will depart at 6:30pm from Blue Mountain & Reading's Temple, Pennsylvania, depot on the following date. For tickets and information, send SASE to: RCT&HS, Passenger Operations, P.O. Box 15143, Reading, PA 19612-5143.

September 14, Autumn Apple Night, Adults $8.50, ages 3-12 $6.50.

PORTOLA, CALIFORNIA, September 14. Feather River Rail Society Annual Railfan's Day at Portola Railroad Musuem. EMD, GE, Alco, Baldwin and Plymouth diesels will power photo freights of various vintage. Operations 10am-6pm, followed by dinner, multi-media shows, night photo session directed by Vic Neves and more slide shows until after midnight. Advance tickets $8 by mail or $10 at the door. Contact: Feather River Rail Society, P.O. Box 608, Portola, CA 96122; 916/832-4131.

WILLIAMS, ARIZONA, September 14-15. "Railfan Special" weekend on the Grand Canyon Railway, celebrating the 90th anniversary of rail service to the Grand Canyon. Saturday: tours of engine facility, slide and video exchange, cocktail party and dinner with GCRy personnel on hand, night photo session and drawing for ten participants to ride the cab on Sunday's trip. Sunday: Railfan Extra departs Williams 8am, making at least three photo runbys and meeting the regular passenger train en route to Grand Canyon, layover at Grand Canyon for sightseeing, photo opportunity as engine is serviced and watered. Riders will receive box lunch, refreshments, live musical entertainment and an official GCRy timetable and pin. Weekend package, including one night's lodging in Williams: $109 (per person, double occupancy). Weekend package *without* lodging: $75. Reduced rates available for children and for added nights of lodging. For reservations or information phone Grand Canyon Railway at: 800/THE TRAIN.

SILVER SPRING, MARYLAND, September 15. Fall Open House at National Capital Trolley Museum, Northwest Branch Park, 1313 Bonifant Road, north of Wheaton noon-5pm. All of the museum's historic streetcars will be operating

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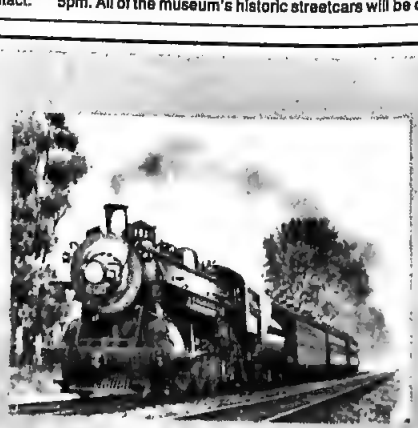

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STRASBURG, PENNSYLVANIA, September 20-21. 3rd Annual National Railway Preservation Symposium at the Railroad Museum of Pennsylvania. Theme: "Preservation and the Small Museum, Professionalism on a Budget." Topics include exhibits, collections care and management, community relations, workshops and more. Registration fee of $150 includes all meals, tours, train ride and more. Contact: Symposium, Railroad Museum of Pennsylvania, P.O. Box 15, Strasburg, PA 17579.

WHIPPANY, NEW JERSEY, September 21. Railroad Festival '91 at Whippany Railway Museum, Route 10 West & Whippany Road, 11am-4:30pm. Adults $1, children 50¢, seniors 75¢. Equipment from Conrail, M&E and NJ Transit. Exhibits on DL&W's Sussex Branch milk trains and Operation Lifesaver. Book signing by rail author Bob Pennisi. Send LSASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016, or phone: 201/887-8177.

WICHITA FALLS, TEXAS, September 27-29. Katy Railroad Historical Society Fall Meet at Wichita Falls Activity Center Friday evening, all day Saturday and Sunday morning. For more information contact: Steve Goen, P.O. Box 8082, Wichita Falls, TX 76307; 817/322-2294.

BLUE MOUNTAIN & READING RAILROAD, Off-Line Trip Department, P.O. Box 425, Hamburg, PA 19526 (215/562-4083) will operate the following "Iron Horse Rambles" on the Reading & Northern with T1 4-8-4 2102. Exact departure points and other information supplied with tickets. Fares shown are for adult/child (12 and under).

September 28, Reading-Schuylkill Haven, $20/$5.
October 6, Reading-Tremont or Donaldson, $35/$6.
October 13, Reading-Tamaqua, $27/$6.
October 26, Reading-Pottsville, $26/$6.

COLORADO RAILROAD MUSEUM 1991 steam schedule will have narrow gauge 2-8-0 346 operating on the following dates. For more information contact the Colorado Railroad Museum at 17155 W. 44th Avenue, P.O. Box 10, Golden, CO 80402; 303/279-4591.

· September 28-29, December 7-8 (Santa Claus Train).

JAMAICA, NEW YORK, September 28. Long Island Sunrise Trail Chapter NRHS will operate parlor car and coach excursion to Phoughkeepsie via Hell Gate Bridge and "MO" using LIRR diesels on MNCR trackage. Send LSASE to: LISTNRHS, P.O. Box 507, Dept. T, Babylon, NY 11702.

SUSQUEHANNA TRANSFER, NEW JERSEY, September 28. "Mountaineer Limited III" excursion on NYS&W to Warwick, New York, and return. Depart 8am, with additional boarding at Ridgefield Park and Rochelle Park, New Jersey. Unusual motive power and surprise photo opportunities. Coach tickets $55 adults, $30 children under 12. Box lunch $7. First Class ticket (continental breakfast, full lunch in dining car, seating in dome-observation) $150. Send payment with note specifying boarding point to: Ontario & Western RHS c/o Richard Schrade, Box 472, New Hampton, NY 10958. For information, phone: Al Seebach, 914/365-1473 6pm-8pm.

SODUS, NEW YORK, September 29, October 6, 13 and 20. Fall Foliage excursions on Ontario Midland to Newark, New York, using ex-NYC stainless steel cars. Departures noon, 2 and 4pm. Adults $9, ages 3-12 $6, under 3 free. Ordering tickets in advance by mail recommended. Send SASE and payment to: NRHS Rochester, Fall Foliage Tickets, P.O. Box 1161, Webster, NY 14580, or phone: 716/987-1305.

BOSTON, MASSACHUSETTS, October 5. Fall Foliage Excursion to Albany, New York, via Amtrak (Conrail trackage). Hudson River Cruise, too. Contact: Mass Bay RRE, P.O. Box 8136, Ward Hill, MA 01835; 617/489-5277.

LAFAYETTE, INDIANA, October 5-6. Monon Railroad Historical-Technical Society Annual Meeting at Howard Johnson Plaza Hotel, 4343 State Route 26 East, 9am-10pm Saturday, 9am-5pm Sunday. Admission $5. Sunday only, $2. Saturday: field trips and photo coverage of the Monon, business meeting, banquet and slide show. Sunday: displays, model railroads and swap meet/sale. Contact: E.J. Lewnard, 410 S. Emerson Street, Mt. Prospect, IL 60056; 708/255-9264.

BOSTON, MASSACHUSETTS, October 5-6. "Vermont Foliage Express" chartered train to northern Vermont via Conrail and Central Vermont Railway. Depart South Station 8am. Fares, including train, meals, lodging and transfers: $200 adult (double occupancy), $100 ages 5-16 sharing room with two adults. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone: 617/361-4445.

STOURBRIDGE LINE RAIL EXCURSIONS operate on Lackawaxen & Stourbridge trackage along the scenic Lackawaxen River in northeast Pennsylvania on the following dates powered by BL2 No.54. Times shown are for departure from Honesdale. For tickets or further information contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431; 717/253-1960.

Fall Foliage Excursion, October 5-6, 12-13 and 19 at 9am and 2pm, Honesdale-Lackawaxen, adults $15.50, ages 12 and under $6.50.

Halloween Excursion, October 26 at 9am, noon and 3pm, and October 27 at 9am, Honesdale-Hawley, $6.50.

Santa Express, December 7 and 14 at 9am, noon and 3pm and December 15 at 1pm, Honesdale-Hawley, $6.50.

ROSSFORD (TOLEDO), OHIO, October 10-13. B&O Railroad Historical Society 12th Annual Convention at Econo-Lodge. Site tours in Toledo, Willard and Deshler, plus model contest, banquet, slide shows and railroadiana sales. Contact: B&O Historical Society, P.O. Box 13578, Baltimore, MD 21203-3578; 301/592-7034.

MARIETTA (ATLANTA), GEORGIA, October 11-13. Louisville & Nashville Historical Society 8th Annual Convention at Days Inn-Atlanta North, 2767 Windy Hill Road. Friday night: night photo session with A&WP 4-6-2 290 *for L&NHS members only*; slides, videos and movies for non-members. Saturday: tour of CSX's Tilford Yard, excursion on A&WP 290, buffet banquet, entertainment. Sunday: lineup of CSX trains will be posted for railfanning. Photo and model contests, too. For room reservations phone 400/952-3251 and ask for L&NHS convention rate. Convention and banquet: $20 adults, $17.50 children. Banquet only: $13.50. Contact (and make checks payable to): L&N Historical Society, Convention Registration, P.O. Box 17122, Louisville, KY 40217.

ADRIAN, MICHIGAN, October 12. The Adrian & Blissfield Rail Road, operator of ex-NYC "Old Road", will run excursion over entire line (first time since passenger service ended in 1956). For fares and information send SASE to: E&K Excursion c/o Bob Cosgrove, 1424 Iroquois Avenue, Detroit, MI 48214-2716.

ORBISONIA, PENNSYLVANIA, October 12-13. Fall Spectacular on the East Broad Top. Special trains and consists both days. Tours and other activities planned. Contact: Friends of the East Broad Top, c/o Rich Keller, R.D. 1, Box 966, Three Springs, PA 17264; 814/447-5473.

THE NEW RIVER TRAINS will operate Huntington-Hinton, West Virginia, October 12-13 and 19-20 behind NKP Berkshire 765. For more details contact: C.P. Huntington Railroad Historical Society, P.O. Box 1252, Ashland, KY 41105.

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CHAMA, NEW MEXICO, October 13-15. "The Mother of All Narrow Gauge Charters" on the Cumbres & Toltec Scenic Railroad. Special photographers' freight will operate with three different K-36 2-8-2s on the point during various segments of the trip, plus a K-36 mid-train helper Chama to Cumbres, all in 1940s D&RGW paint (two in "flying" Rio Grande lettering and one in traditional "Royal Gorge Scenic Line" scheme). Photo opportunities at 30 locations during the two-day trip, followed by a night photo session at Chama. Ticket price of $385 includes charter trip, night session, lunch both days, dinner, lodging in Antonito and light breakfast October 15. Trip limited to 45 photographers. *Must confirm 35 tickets by early September or trip will be cancelled.* For tickets and details contact (and make checks payable to): Steve Glischinski, C&TS Freight, 180 Dennison Avenue, Shoreview, MN 55126.

PINE BLUFF, ARKANSAS, October 18-20. Cotton Belt 4-8-4 819 excursion to Tyler, Texas, for Rose Festival. Pine Bluff-Tyler Friday, layover Saturday, Tyler-Pine Bluff Sunday. Numerous intermediate stops in Arkansas and Texas. Round trip $150, one-way Pine Bluff-Tyler $100. Segments between intermediate stops $15 each in Arkansas, $10 in Texas. Contact: Cotton Belt Railroad Historical Society, P.O. Box 2044, Pine Bluff, AR 71613; 501/541-1819.

HARRISBURG, PENNSYLVANIA, October 19. Special excursion train to southern New England, with optional boarding at Elizabethtown, Lancaster and Paoli. Destination options include Valley Railroad, Mystic Seaport or Mystic Aquarium. Rail fare $98. Send SASE to: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566, or phone: 717/786-4932 or 717/299-6405.

PERRIS, CALIFORNIA, October 26-27. Fall Rail Festival at Orange Empire Railway Museum, 2201 South A Street, 9am-5pm. Ride restored trolleys and trains on a variety of tracks amid authentic structures and rural scenery. Antique autos, live Western music and more. Admission and one-day unlimited ride pass: adults $8, ages 6-11 $6, under 6 free. For more information phone: 714/657-2605.

SUSQUEHANNA TRANSFER, NEW JERSEY, October 26-27. "Susquehanna Outing" excursions from Susquehanna Transfer, Ridgefield Park, Rochelle Park and Wortendyke to Warwick, New York, and return via Sparta Mountain. Coach $39.95, Pullman $79.95. First Class available through Classic Rail Cars (703/370-0319). Motor coach connection between New York City's Port Authority Bus Terminal and Susquehanna Transfer $3.50. For tickets or further information send LSASE to: NYS&W T&HS, P.O. Box 272, Netcong, NJ 07857.

FORT MYERS, FLORIDA, November 23-24. Scale Rails of Southwest Florida and Florida Live Steamers Annual Winter Railfest at Masonic Lodge, 3100 Evans Avenue, 10am-8pm Saturday, noon-5pm Sunday. Contact: Roger Wood, 813/542-6461 after 5pm Eastern Time.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory,*** published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $8.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

INTERNATIONAL TOURS

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745) is offering the following foreign rail tour:

Deep South Latin Express, October 4-November 2 or October 18-November 2. From $3195.

NEW ZEALAND RAILFANS TOUR, October 9-26. Fully escorted tours take you to Raurimu Spiral, Glenbrook Vintage Railway, Awamutu Railway Museum, steam on Silverstream Railway, NZ Alps, Christchurch and many other locations. North Island only, $1850; South Island only, $1912; both islands, $2677. For more details, contact: NZTP, 6033 W. Century Boulevard, Suite 1270, Los Angeles, CA 90045; 213/338-1538.

RAIL STUDY TOURS INTERNATIONAL, P.O. Box 3468, Arlington, VA 22302 (703/998-2362) is offering the following foreign rail tour:

Portugal, Spain and France, November 23-December 8. Basque country and Pyrenees, French TGV and more.

VINTAGE NEW ZEALAND POWER will lead excursions February 10-19, 1992, in conjunction with the 2nd BP Pan Pacific Vintage Car Rally. Locomotives Ka945 (4-8-4), Ja1271 (4-8-2), J1234 (4-8-2) and Da1431 (GM-built G12 diesel-electric) will haul ten vintage passenger cars to a variety of locations and events including the Grand Parade of vintage autos at Palmerston North, the spectacular Manawatu Gorge and the Tehachapi-like climb around the Raurimu Spiral. Fares for each one-day trip range from NZ$23 to NZ$89. For full details contact: Steam Incorporated, The Engine Shed, Paekakariki, P.O. Box 44-181, V.I.C., Lower Hutt, New Zealand.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tour:

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RAILROADIANA MEETS

COLUMBUS, OHIO, September 8. The Greatest Collectible Show on Earth at Ohio State Fairgrounds Multi-Purpose Building, 17th Avenue West (Exit 111 off I-71) 8am-4pm. Trains, toys, models and more on 900 tables. Adults $3, children $1. Contact: K. Crispin, 301 W. Monroe Street, Latrobe, PA 15650; 412/539-8821.

GREENBERG's Great Train, Doll House & Toy Show will be held at the following locations 11am-5pm. Admission $5; under 12 free with adult. For further information contact: Greenberg Shows, Sykesville, MD 21784; 301/795-7447.

Chattanooga, Tennessee, September 14-15, Chattanooga Trade Center.

Hempstead (Long Island), New York, September 28-29, Hofstra University Physical Fitness Center.

Alexandria, Virginia, October 5-6, Mt. Vernon High School, Field House.

Richmond, Virginia, October 26-27, Virginia State Fairgrounds.

WINTER GARDEN, FLORIDA, September 14. Central Florida Chapter NRHS Railroadiana, Model & Toy Train Show and Sale in Tanner Auditorium, West Garden Avenue on Lake Apopka, 10am-3pm. Admission $2, under 12 free. For information send SASE to: David Rhea, 906 Center Street, Ocoee, FL 32761, or phone: 904/735-0865 or 407/656-8749.

RALEIGH, NORTH CAROLINA, September 14. 8th North State Toy & Train Show at North Carolina State Fairgrounds, 1025 Blueridge Boulevard, 9am-5pm. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

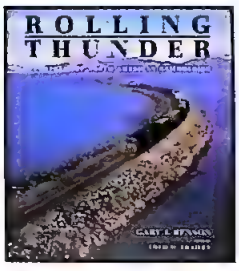
LEWISBURG, PENNSYLVANIA, September 15. Central Pennsylvania Chapter NRHS 16th Annual Train Meet at National Guard Armory, Route 15, 9am-4pm. Adults $2.50, under 12 free. Contact: Jack Hazlinsky, 105 Pawling Lane, Lewisburg, PA 17837; 717/524-9154.

PEORIA, ILLINOIS, September 15. Illinois Valley and River City Railroad Clubs Peoria Train Fair at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, under 13 free. Tables $7 in advance. Contact: Rick Dolanc, 4028 W.

ROLLING THUNDER

A Portrait of North American Railroading

By Gary J. Benson



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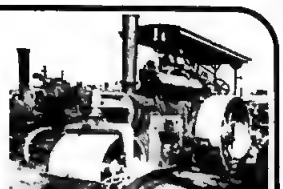

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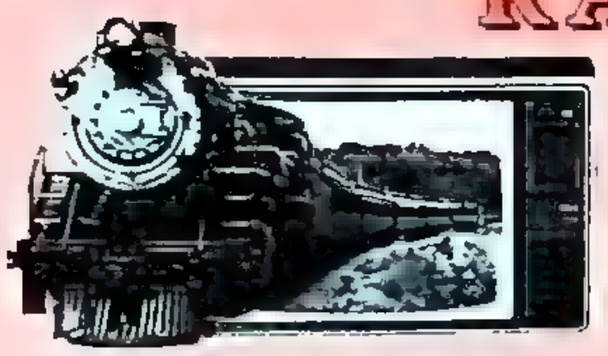

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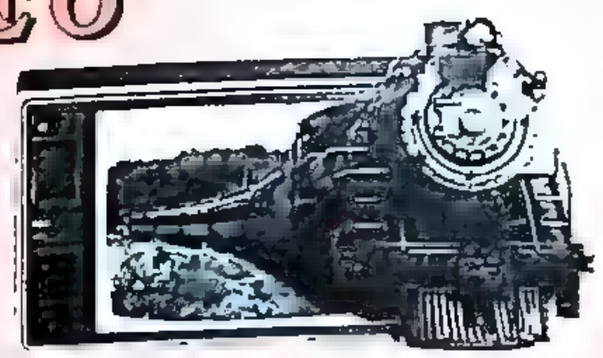

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"The Hudson River Lines" Trackside action on the former New York Central (now operated by Metro-North) featuring a variety of Metro-North equipment, Amtrak Turbo and FL-9, and Conrail freights. Color, Sound, One Hour 33.45

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"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations. Color, Sound, One Hour 33.45

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"Trolleys Of Boston" Trackside action of Boston trolleys in the 1970s. Color, Background Music, One Hour 33.45

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"PRR Power" Vintage trackside action of PRR electrics, diesel and steam. Color, Sound, One Hour 33.45

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1. **"Something For Everyone"**
2. **"Big Trains Rolling"** (1952 version)
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"Classic Railroad Archives Volume III" Three vintage railroad movies.
1. **"Thundering Rails"** Produced by the AAR
2. **"Operation Reading"** Produced by the Reading Co.
3. **"Flight Of The Century"** (early version) NYC
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"Classic Railroad Archives Volume IV" Three vintage railroad movies.
1. **"Big Trains Rolling"** (1946 version) Produced by the AAR
2. **"End Of An Era"** Produced by Rayonier Corp.
3. **"Ichabod, The Man Without A Head"** Produced by the AAR
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"Classic Railroad Archives Volume V" Four vintage railroad movies.
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2. **"Milestones Of Progress"** Produced by the AAR
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"The Atlantic City Line" A head-end ride from Atlantic City, N.J. to 30th Street Station, Phila. plus run-bys and (B&W) vintage PRSL footage.
PART 1-Atlantic City to Atco, N.J.+Vintage PRSL footage.
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"The Gladstone Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Gladstone, New Jersey, in the cab of a NJ Transit G.E. MU.
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JOLIET, ILLINOIS, September 15. Blackhawk Chapter NRHS Swap Meet at Harwood Post, American Legion, I-80 at Larkin Avenue (Exit 130). 9am-2pm. Admission $1, under 5 free. Tables $10. Contact: Nancy Spitzmueller c/o First Lutheran Church, 55 W. Benton Street, Joliet, IL 60431; 708/806-7236 days, 708/894-4698 evenings and weekends, or church office 815/722-3807.

TEMPLE, TEXAS, September 21-22. CENTRA-MOD presents the Texas Train Festival at Frank Mayborn Convention Center, 10am-6pm Saturday, noon-6pm Sunday. Adults $3, 12 and under free with adult. Contact: B. Flentge/B Neill, P.O. Box 2453, Temple, TX 76501; 817/939-6227 or 817/778-8294.

GREENVILLE, OHIO, September 22. All Trains Flea Market at Darke County Fairgrounds, 600 South Street, Route 49, 10am-3pm. Admission $1, under 12 free. Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356; 513/773-7186.

ETOBICOKE (TORONTO), ONTARIO, September 28. 9th Annual Toronto Slide Swap sponsored by Toronto Transportation Society at 18 Ourland Avenue noon-4:30pm. Buy, sell or trade slides, prints, videos. Admission $3, 8-foot tables $14, half tables $8. Contact: Rob Scrimgeour, 227 Hanna Road, Toronto, Ontario, M4G 3P3; 416/423-6223.

RUTLAND, VERMONT, September 28. Rutland Railroadiana and Model Railroad Meet at Vermont State Fairgrounds, Royce Mandigo Arena, Route 7 South, 10am-4pm. Adults $2.50, ages 6-12 $1, under 12 free. Contact: Karen or Neil Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

HICKORY, NORTH CAROLINA, September 28-29. 4th Foothills Toy & Hobby Show at American Legion Fairgrounds, Routes 70 & 321 East, 9am-5pm Saturday, 10am-4pm Sunday. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

WICHITA FALLS, TEXAS, September 28-29. Wichita Falls Railroad Museum Zephyr Days Railroad Show and Festival at Wichita Falls Activity Center, 10am-5pm Saturday, noon-5pm Sunday. Admission $2, family maximum $5. Contact: Steve Goen, P.O. Box 8082, Wichita Falls, TX 76307; 817/322-2294.

ALLENTOWN, PENNSYLVANIA, September 29. Lehigh Valley Chapter NRHS Railroadiana & Model Railroad Show and Sale at Dieruff High School, Washington & Irving (two miles south of U.S. Route 22), 10am-4pm. Admission $3, family maximum $5. Contact: Paul Kuehner, P.O. Box 300, Laurys Station, PA 18059; 215/799-2530.

GREAT AMERICAN TRAIN SHOW 1991 schedule. Operating layouts, club displays, national and local sellers. Admission $4.50 plus tax, children under 12 free with adult. 1-7pm Saturday, 11am-5pm Sunday. Contact: GATS Limited, 708/834-0652.

October 5-6, Kansas City Municipal Auditorium, 14th & Central.

October 12-13, Cincinnati Convention Center, 6th & Elm.

October 19-20, St. Paul Civic Center, I.A. O'Shaughnessy Plaza.

October 26-27, Georgia International Convention & Trade Center, 1902 Sullivan Road.

NEW PORT RICHEY, FLORIDA, October 11-13. Sunshine Region NMRA Fall Convention at Sheraton Inn, 5316 U.S. 19, noon-11pm Friday, 8am-1am Saturday, 8am-2pm Sunday. Contact: Kenneth Franz, 2133 Overbrook Drive, New Port Richey, FL 34655, or phone: Tom Wilson, 813/847-9944 after 6pm.

BOURNE, MASSACHUSETTS, October 12. Cape Cod Chapter NRHS Railroad Show at Upper Cape Cod Regional Vocational Technical School on Route 6, 10am-4pm. Memorabilia, operating layouts, dealers, food, live music. Adults $2, ages 62 and over and 10-15 $1, under 10 free with adult. Contact: Howard Goodwin, 18 Willard Street, Wareham, MA 02571; 508/295-5857.

ROANOKE, VIRGINIA, October 12-13. Third Annual Roanoke Railway Festival at Virginia Museum of Transportation, 303 Norfolk Avenue, 10am-4pm. More than 200 tables of railroadiana and model railroad items. For more information contact: 703/343-1635.

ELMONT, NEW YORK, October 27. St. Vincent DePaul Famous Train Meet at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-4pm. Buy, sell, trade. Admission $4, under 12 free with adult. For information phone: Frank Deorio, 516/352-2127 or 516/486-6658.

ALEXANDER, NEW YORK, October 27. Western New York Trainmasters Railroadiana Flea Market at Alexander Fire Department Recreation Hall on Route 98, 9am-3pm. Admission $3, under 12 $1, family $5. Contact: Martin Rocka, 60 Harmony Lane, Cheektowaga, NY 14225; 716/684-2948.

DEARBORN/DETROIT, MICHIGAN, October 27. Trainorama '91 at Dearborn Civic Center, 15801 Michigan Avenue at Greenfield, 10am-4pm. Admission $2.50, under 12 free with adult. Contact: Steve Johnson, P.O. Box 1174, Dearborn, MI 48121; 313/581-0356.

BLOOMINGTON, ILLINOIS, November 2-3. Central Illinois Great Train Show at College Hills Mall, College Avenue & Veterans Parkway, 10am-9pm Saturday, noon-5pm Sunday. Free admission. Contact: William Steinkraus, Central Illinois Railroad Club, P.O. Box 4441, Bloomington, IL 61702-4441; 309/452-2664.

FRANKLIN SQUARE, NEW YORK, November 3. R.R. Lines Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 516/775-4801.

MOUNT CLEMENS, MICHIGAN, November 3. Gratiot Valley Railroad Club Fall Swap and Shop at Clintondale High School, 15 Mile at Little Mack, 10am-3pm. Adults $2.25, under 12 free. Contact: Uwe Thormaelen, 313/468-4877 Monday, 313/949-1878 Tuesday-Sunday.

PHOENIX, ARIZONA, November 3-22. Ponderosa North "Railorama 1991" at Valley Bank Center Concourse, 201 N. Central Avenue, noon-5pm Sunday, 8am-5pm daily. Operations and demonstrations 10am-2pm. Free admission. Contact: Matt Furze, 17237 N. 16th Avenue, Phoenix, AZ 85023-2555; 602/375-8229.

MILAN, OHIO, November 10. Norwalk & Western Train Show and Swap Meet at EHOVE Joint Vocational School, 316 W. Mason Road, 10am-4pm. Admission $2, under 12 free. Contact: Steve LaConte, P.O. Box 938, Norwalk, OH 44857; 419/668-6225.

PEORIA, ILLINOIS, November 17. Illinois Valley and River City Railroad Clubs Peoria Train Fair at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, under 13 free. Tables $7 in advance. Contact: Rick Dolanc, 4028 W. Hilmont, Peoria, IL 61615; 309/692-0882.

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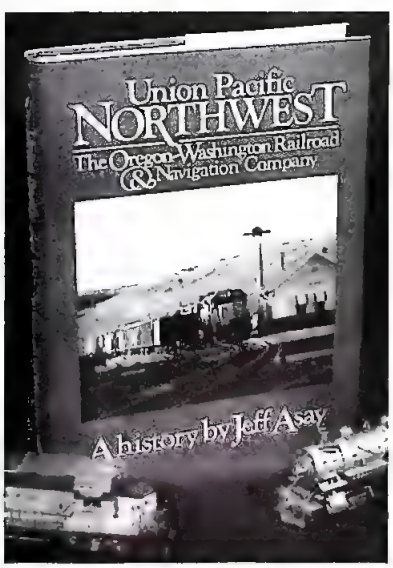

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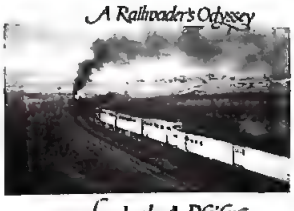

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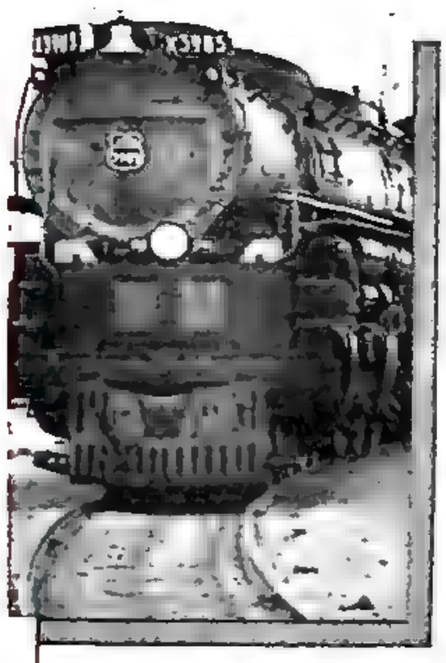

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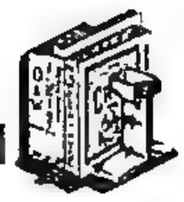

What's New?

Diesel fans and number crunchers will definitely want a copy of Wayner Publications' new, high-quality reprint of *Diesel Locomotive Rosters*, a 184-page 8½"×11" softcover originally released in the early 1970s. This very popular compilation of diesel rosters covers 484 U.S., Canadian and Mexican railroads from the 1930s up into the late 1960s; most are actually traced as far as 1973. RAILROAD Magazine Technical Editor Sy Reich gathered and organized the data in the years before his magazine's merger with RAILFAN. The RAILFAN & RAILROAD editors still turn to this book as it nicely complements many of the more recent roster listings by tracking down pre-Dash 2 models to their roots. Depending on the size of the railroad or its fleet, each listing runs in size from a half-page to as many as eight pages, usually with an accompanying black & white photo. The tables list engines by road number series (also showing old or new numbers where applicable) and include the commonly used builder's model designation as well as the less popular "class" designation, builder and date, horsepower, wheel arrangement, tractive effort and weight. Most listings have extensive footnotes to further explain special factory or post-production modifications as well as dispositions. A necessary addition to the book shelf of any serious diesel fan or rail historian, *Diesel Locomotive Rosters* sells for $19.95 (N.Y. res. add tax) from Wayner Publications, Box 871, Ansonia Station, New York, NY 10023.
essary addition to the book shelf of any serious diesel fan or rail historian, *Diesel Locomotive Rosters* sells for $19.95 plus $2.00 shipping (N.J. res. add 7% tax; Canadian orders add 7% G.S.T.) from THE BOOK DEPOT, Carstens Publications, P.O. Box 700, Newton, NJ 07860-0700.

Whether you're interested in some history and pictures of Chicago Transit Authority's "L" and subway rapid transit rail system or are looking for great places to watch and photograph today's action there, *Overhead and Underground: A Guide to Chicago's Rapid Transit* by Richard Kunz and designed for publication by Mike Schafer is a slick, informative 48-page 8½"×11" softcover that provides a mile-by-mile written description of each line along with eight separate maps. Several of the maps are actually highly detailed schematics showing stations, crossovers and bridges where roads, rivers or other railroads pass over or under the CTA lines, and there are precise track diagrams of yards, car shops and reversing loops. Bringing it all into perspective is a terrific mix of color and black & white photos from a steam-powered Chicago & South Side Rapid Transit train in 1893 (on what later became the South Side Elevated) to the Budd, Pullman-Standard and Boeing-Vertol equipment now running beneath, above and through the

"Together Again" was on the 1946 C&O Calendar. Peake, Chessie's mate, has returned from WWII service. This cover is used to represent the Desert Storm Troops just returned from another, more recent conflict.

The Chessie Calendar is back!

The Chessie calendar was the most popular railroad calendar in the 1930s-1950s, featuring Chessie and her family in some pose that advertised passenger travel on the C&O Railway or related to some current event. Chessie, the sleepy little kitten that was adopted as an advertsing symbol by the C&O in 1933 to emphasize the comfort passengers cound enjoy on it's air-conditioned trains, soon came to represent the railway itself, and in 1972 the combined C&O/B&O/WM system was named "Chessie System." Today, even though Chessie doesn't appear on locomotives, cars, or timetables, she's still very much alive in the hearts of many Americans. C&O Historical Society has been chosen by CSX to carry on the great Chessie tradition by issuing this new sereies of calendars for employees and the public.

For 1992, the C&OHS begins a series that will recapture the spirit of the 1930-50s era with a calendar that shows Chessie and her family as she appeared in calendars and ads from that era as well as paintings that have appeared in other C&O calendars.

Full color thourghout, 17x11-inch size folded out, with an appointment style calendar to accompany 12 different renderings. Printed on high quality enameled paper. *Don't be disappointed, order early! Supplies of this premier issue of the "new" Chessie calendar may be quickly exhausted!* **$6.95 each + $1.00 postage first calendar, $.50 each additional (VA residents add 4.5% tax). Foreign orders $3.00 shipping.**

Chessie Calendar, C&O Historical Society, Dept. T
P. O. Box 79
Clifton Forge, VA 24422

Windy City. A current CTA roster wraps up this handy guidebook which sells for $19.95 (N.J. res. add tax) from Andover Junction Publications, P.O. Box 1160, Andover, NJ 07821.

Albro Martin's 1976 release *James J. Hill and the Opening of the Northwest* has been reprinted as a 676-page 6″×9″ softcover, still heavy with history on the man they called "the Empire Builder." The text and 50 illustrations (maps and black & white photos) are devoted more to the people, politics and financing behind Hill's railroad and land development than to nuts & bolts discussion of the railroads themselves. Hill is best remembered for his strategic westward push of the Great Northern Railway, with the main line to Puget Sound and hundreds of miles of branches all latching hold on some of the most productive real estate in the Pacific Northwest. Competition and then partnership with the Northern Pacific was followed by joint construction of the Spokane, Portland & Seattle and the Oregon Trunk. One of the last illustrations in the book is a photo showing an aged Hill crouched over with mallet in hand to drive the last spike in the Oregon Trunk, a route that was key to the invasion of the so-called Hill Lines into northern California. The photo is pure testimony to the life-long work of one of the greatest rail barons of all time, whose story is well told in this book which sells for $22.50 (Minn. res. add tax) from Minnesota Historical Society Press, 690 Cedar Street, St. Paul, MN 55101.

And by the time you read this Old Line Graphics will be distributing completed copies of *The Railroad Night Scene* by Preston Cook and R&R Editor Jim Boyd. This 130-page all-color 8½″×11″ hardcover features much of the recent night work for which these two have become known as well as a fine variety of vintage nocturnal views of the fallen flags of the 1960s and 1970s, including even some steam and traction. In addition to describing the subject matter, the extensive captions also outline the photo techniques used for each shot. The text gives a good description of the basic tools and techniques of night photography. The book sells for $44.00 postpaid in the U.S. (Md. res. add 5% tax; outside U.S. add $3 shipping) from Old Line Graphics, 1604 Woodwell Road, Silver Spring, MD 20906. Phone orders (noon to 6pm) are accepted with VISA ro MasterCard at 301/460-9193.

Cabins, Crummies & Hacks Volume 1: North and East by John Henderson is a 128-page 8½″×11″ album-format softcover all-color pictorial on the cabooses of 68 Eastern railroads from Maine to Illinois to Virginia. Reproduction of the more than 350 color photos ranges from good to excellent, with most images being three-quarter roster views. There are some great action and location shots, too, including a full-page view of a B&M caboose passing Greenfield Junction, a Long Island Rail Road caboose passing Tower B at Bethpage, a Pennsy N8-Class caboose on the Delaware River Bridge in Trenton, an NYC bay window model following a load of new 1968 Chevys through South Schenectady and other timeless scenes of "crummies" on the roll. While there are no detailed rosters and there is no extensive technical data, the sections on each railroad offer a paragraph or two explaining the various caboose models they used. A handy spotting guide for Eastern railfans and a source of inspiration for modelers, it sells for $39.95

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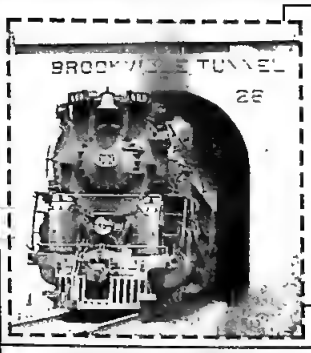

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Calendar Call

There's always a colorful variety of road names represented in the Mystic Valley Railway Society's all-color "New England Railroading Calendar," and the 1992 edition is no exception. It folds out vertically to 10″×16″ with heavy pages which are gloss coated on the photo side. The overall color accuracy and sharpness of the photos is amazingly good, with only two or three shots that stand out as being rather soft. There are three different views of the Valley Railroad's Chinese 2-8-2 1647, plus Guilford-schemed B&M Geeps in the snow, a very clean Quoboag Transfer GP9, Amtrak's *Patriot* (F40 and Amfleet cars), an MBTA F40 and cab control car, a BAR GP38 and GP7 in action, ConnDOT Shore Line East F7s and Geeps in New Haven colors, a B&M F7 at North Conway at night, big Conrail GEs on the Boston & Albany and Providence & Worcester's U18B. It sells for $6.00 postpaid ($7.00 postal money order in Canada) from Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486.

The "Western Maryland Railway Historical Society 1992 Pictorial Calendar" is a fine all-color 11″×17″ work commemorating the group's 25th anniversary. The wide selection of WM pictures includes 2-8-0s, a 4-6-2 and a spread depicting various hi-railing rigs, but diesels dominate with a black GP9 at Port Covington, a fireball RS3 on passenger at Hagerstown, an SD40/GP40/F7 set on Salisbury Viaduct, an F7 and two FAs on the Elkins line and an all black F7/GP9/F7/GP9 set on the Mount Storm Branch. Also shown are pure black F7 lashups at Helmstetter's Curve, the Webster Springs line and Big Spring plus mixed black and red & white sets at Elkins Yard and elsewhere. It sells for $7.50 plus $1.50 postage (Md. res. add 5% tax) from Western Maryland Railway Historical Society, P.O. Box 395, Union Bridge, MD 21791.

Four great all-color calendars from Nils Huxtable and Steamscenes offer a wide variety of steam and diesel imagery. The "Passing Trains Calendar 1992" (all photos by Huxtable himself) has snow scenes with McCloud River 2-6-2 No.25 and the *Rio Grande Zephyr*; plus UP 4-8-4 8444 in black; BN and Oakway SDs in Montana; a GP30, SD40-2, SD45 and two SDF40-2s in Santa Fe blue & yellow; the great 1987 race of N&W's A and J up Christiansburg Hill; Savannah & Atlanta 4-6-2 750 with the Southern FP7s; CSX Fs leading RoadRailers; restored Reading GP30 5513 on the BM&R; SP&S 4-8-4 700 and SP *Daylight* 4-8-4 4449 on excursions in Washington state and UP SD40-2s and C30-7s in the snow-covered Blue Mountains. Steamscenes' "Canadian Trains Calendar 1992" includes shots from various photographers of CP and CN Fs in action; CN steam at Toronto in 1954; CN SD50Fs in Fraser River Canyon; a BC Electric interurban; CN 4-8-2 6060 at Stoney Point, Ontario; Algoma Central GP7Ms on the Montreal River bridge; a Dominion Atlantic 4-6-2 at Digby, Nova Scotia; BC Rail Budd cars and a gorgeous winter sunset shot of FPA4s speeding a *Rapido* out of Toronto. Contemporary work by Huxtable and vintage color by Fred Matthews dominate the "Southern Pacific Calendar 1992," with such steam offerings as a narrow gauge Ten-Wheeler alongside a standard gauge 2-8-2 at Owenyo, California; an ex-Arizona Eastern Pacific at Los Gatos; restored 2-6-0 1744 in Utah; 4-8-4 4449 on the Shasta line and MT5s in San Francisco. SP diesel action includes the oil tank train in the

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"Warbonnet Country"

That's the well-suited title of the latest high-quality lithograph from Michael Boss and Rail History Prints. You can almost smell the chili sauce and freshly-cooked tortillas in this classic Southwestern scene as A-B-B-A Fs in Santa Fe's red & silver warbonnet scheme pull into Albuquerque, New Mexico, with the *Super Chief*. The low angle of the sun highlights the Navajo and Spanish mission-inspired architecture of the station and surrounding buildings. In the background can be seen the rooftop sign for the Hilton Hotel, which no doubt did great business in Albuquerque during the heyday of passenger trains.

It's not this often that a railroad painting so completely captures the feel of the railroad in its native land. The image area measures 15½"×23½" on the 17¾"×24½" sheet of heavy stock. *Warbonnet Country* is available as a signed and numbered edition (of 250) for $30.00 or as a standard edition for $20.00 postpaid from Rail History Prints, 14611 Jefferson Street, Omaha, NE 68137.

Traction Publications **by Joe L. Diaz**

THE SHAKER HEIGHTS RAPID TRANSIT by James Toman is a 144-page 8½"×11" hardcover describing the origins and operations of this most fascinating subject, which has attracted legions of traction fans locally and nationwide. There has long been a need for a quality book both in text and photographs on the Shaker Heights operation, and this is it. The author exhibits a good knowledge of the line in his intelligent text. There are 190 black & white photos along with a modest selection of color pictures, all reproduced very well. What has become a modern light rail system had its beginnings in the dreams of the famous Van Sweringen brothers, who built a real estate empire which came to include vast railroad holdings. Today, the rapid transit line is all that remains. There are many excellent scenes of the line's construction and early operations as well as its modernization and rebuilding in the 1980s. Included are 13 maps, some in the form of track diagrams. The building of the Cleveland Union Terminal Complex, its financing and its great importance to downtown Cleveland are also well covered.

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Outstanding in this book are the large number of well chosen photographs of the wide variety of equipment employed throughout the line's history, several of which, though seemingly not appropriate for the operation, were employed with modifications. The new Breda cars from Italy are unfortunately unattractive and have not been without problems.

There is an appendix which includes a brief summary of ridership totals from 1920 on, plus an equipment roster providing car numbers, dates of acquisition and disposition. However, the roster doesn't provide any mechanical details whatsoever. There is no mention of the two Illinois Terminal System cars acquired on loan from electric railway museums, nor the two former Newark City Subway cars. The vast array of photos and the intelligent text far outweigh these shortcomings in this otherwise fine book, available for $36.95 plus $3.50 shipping (Cal. res. add tax) from Interurban Press, P.O. Box 6444, Glendale, CA 91225.

Book Reviews

Electric Trains to Reading Terminal, by Wes Coates, published by Railroad Avenue Enterprises, Inc., P.O. Box 114, Flanders, N.J. 07836. 112 11"×8½" pages, softcover, check or money order accepted, $17.95 postpaid (N.J. res. add 7% sales tax).

The Reading Company, as most Philadelphia area fans would agree, was a fascinating railroad. Its smaller size made it both accessible and easy to comprehend, unlike the area monolith Pennsylvania Railroad. The core of the Reading's passenger business was the electrified suburban service radiating out of Philadelphia's Reading Terminal. A good study of the Reading's commuter service is long overdue, and Wes Coates' book certainly fills this void.

Electric Trains to Reading Terminal is an excellent history of the Reading's suburban service. The circumstances which lead up to the Reading Company's decision to electrify most of the suburban lines are well documented. The initial planning and construction of the electric system, as well as the original equipment and fixed plant are described in amazing detail. Planned during the 1920s, the actual construction ran through the first few years of the Great Depression with electric operations starting July 26, 1931. The Reading had big dreams for electrification, with the suburban services just an initial step to be followed by main line electrified service to Jersey City and up the Schuylkill Valley to Reading and beyond. Economic realities, however, kept the Reading's electrification to just the suburban lines.

The history and operations of each electrified line is described in separate chapters. Actually, there might be too much detail for the casual reader, but for anyone with an interest in railroad history and operations, especially of commuter passenger service, this book is strongly recommended.

In addition to two excellent maps, the book contains detailed schematics of each portion of the electrified system showing all electrified tracks, substations, stations and interlockings. Unfortunately, the schematics are not dated. While most of the diagrams seem

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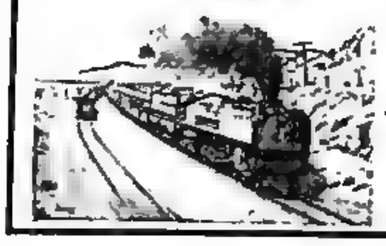

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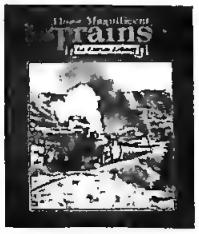
to date from just after electrification in the early 1930s, the Fox Chase Branch (electrified in the mid-1960s) is also shown, but the later extension from Hatboro to Warminster is not.

While not a photographic essay, the book contains some excellent photographs. The covers have the only two color shots, but one of these is rare, showing one of the two RPO-baggage-coaches (which were rebuilt to straight baggage-coach combines in 1956 making color action photos prior to the rebuilding rather scarce) leading a train on the Doylestown branch. The black & white photography contains excellent coverage of the service over the years, including some fine shots by well known local railfan and railroader photographer Richard Short. Of special note are several archival photos showing lines before and during reconstruction. As part of the electrification program, portions of several lines were grade separated or otherwise rebuilt; these photographs clearly show the extent to which such construction was carried out. Reproduction of most photographs is fairly good, and the selection provides a good representation of service and operations over the years.

The book also contains detailed equipment rosters, a renumbering guide to the cars rebuilt under the "*Blueliner*" program, plus station and mileage charts for each line. The detail is amazing, and there seems to be nothing of any significance left out. If the book has any drawback, it is that it could have been better edited. There is considerable repetition in the text, with certain events described more than once in a chapter, then described again in later chapters.

Electric Trains to Reading Terminal is a must for Reading fans, which helps explain its strong sales through outlets in the Philadelphia area. But the book should also appeal to anyone interested in an in-depth look at the planning, construction and operations of commuter rail service — G. GERRISH WILLIAMS.



Those Magnificent Trains — An American Anthology, by Charles F. Ditlefsen, published by CEDCO Publishing, 2955 Kerner Boulevard, San Rafael, CA 94901; 88 8½"×10" pages, softcover, $14.95 (Cal. res. add tax).

This is a potpourri book that has the capacity of appealing to the casual train fan, the kid down the street with his HO gauge layout and the dyed-in-the-wool enthusiast, all at the same time. The make-up is simple: good quality color photos, and lots of them, encompassing steam and diesel, freight and passenger, from once upon a time to the cutting edge of today.

Ditlefsen includes such traditional chestnuts as the Denver & Rio Grande Western narrow gauge and its various reincarnations and Santa Fe cresting Summit on Cajon Pass, as well as material bordering a bit on exotica like a streamlined Grand Trunk Western 4-8-4 working a passenger train at speed and a fine shot of fresh snow in an intricate assembly of switches high in the mountains. My favorite shot is an SP (well, I *am* an SP fan) 2-8-2 helper and Cab-Ahead in the hole as another train passes just south of Dunsmuir.

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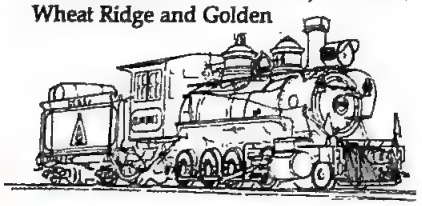

But if you're not an SP fan, don't worry; elsewhere in the book are a C&EI passenger train, Canadian Alcos, four hot Boston & Maine steamers waiting their call, New York Central E7s, Great Northern electrics and all sorts of other nice images. There's something in here for just about everybody.

Ditlefsen's accompanying text regarding the history of railroading is just fine, and his little asides from his own personal experiences add a nice touch without being overbearing. The captions are sometimes a little weak, but not offensively so. The presentation is in a neat and tidy package combining good, glossy pages with excellent printing — DAVID LUSTIG.

Videos

BY MIKE DEL VECCHIO

New Arrivals

Preserving oral history of the steam era can be just as important as photographic history, and **"The Final Chapter, CPR Steam in Ontario,"** produced by Rail Innovations, 138 Western Avenue, Schomberg, Ont., L0G 1T0, sets out to do just that. Set to 16mm black & white footage shot during the late 1950s and early 1960s by Newton Rossiter, the oral history is provided by three former CPR steam men, one of whom is still a working railroader. The films were taken in the southern Ontario area, mostly around Hamilton and Guelph Junction, including the area around Medonte and the Port Nicolle wooden trestle. Rossiter's footage is all well shot, generally steady and creative compositions showing lots of detail with the locomotives usually working up hill. The scenes are mostly runbys with a few from overhead bridges, and the motive power shown is mostly CPR's Pacifics, Ten-Wheelers and 2-8-0s, with an occasional Hudson (including 2839) and a couple of fantrips including doubleheaded Pacifics, a 4-4-0 136 and 4-6-0 815 doubleheader and the legendary triple-header with the addition of 4-6-0 1057. It's a real kick to hear the three CPR steam men, whose trains are occasionally shown, recall the locomotives, the lines and operating practices plus the occasional kidding about smoke, firing and track speed, etc. Preserving the oral history of the steam era is a super idea, and adding the human element to vintage movies sure helps make the visual subtleties of steam railroading more understandable. 30 minutes, $29.95 (VHS only) postpaid (Ont. res add 8% G.S.T.).

"Chicago & North Western Powder River Coal," from Casey Jones Video Productions, P.O. Box 1385, Torrington, WY 82240; 307/532-7104, looks at the tremendous main line drama as the Chicago & North Western, Union Pacific and Burlington Northern haul millions of tons of coal annually out of the Powder River Basin region of eastern Wyoming over a mildly hilly main line. This tape focuses on the C&NW and related UP operations. The C&NW assigns its newest motive power to these trains, and they haul all outbound coal east through Nebraska. The show starts at South Morrill, Neb., where the C&NW empty trains leave the UP main line, and continues 162 miles west to Nacco Junction where some of the coal enters the main line. Trains on this segment are plentiful, averaging 18-20 "loads" per day with a similar number of inbound empty trains. The footage is mostly lineside with not a lot of telephoto work, plus an occasional view from a stationery locomotive cab and overhead runbys. The narration is informative, a destination is given for nearly every train shown, and an enclosed sheet gives some historical information and a copy of a C&NW employee timetable for the region. The video quality is professional, and the editing is slightly "long," more for the hardcore fan. A map ori-

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enting the mines with the C&NW and the UP main line would have been helpful. A promised Volume 2 will cover the rest of the line west, plus loading operations at a few mines. Volume 1 runs 90 minutes, $39.95.

"The New River Train," produced by Greg Welch Productions, 822 Bloomfield Ave., Akron, OH 44302-0193; 216/836-3482, documents the October 1988 excursions with Nickel Plate 2-8-4 765 through West Virginia's famed New River George sponsored each year by the Collis P. Huntington Chapter of the NRHS. These trips are a tradition in fantrip-dom as the former-C&O line through the Gorge is awesome in the fall color, which was nearing "peak" on the trip. The coverage is a variety of lineside runbys, pacing, cab and on-train footage, plus some impressive views from popular Hawks Nest looking down on the tracks along the New River several hundred feet below. Nickel Plate 765 crewmember Robert Keller provides an informative interview on the care and feeding of the Lima Berkshire. A map early-on orients the viewer, and the narration is well done and professional sounding. The whole show flows well with some very creative shooting, but the editing could stand some polish. This is the first tape we've seen from the this producer, and it definitely shows promise. 60 minutes (VHS and S-VHS only), $29.95 postpaid (Ohio res. add 5½% sales tax).

Steam era freight cars are as interesting to some railfans as locomotives to others. For them, "Videolog 1.0,"from Westerfield Scale Reproductions, Route 13, Box 300C, River Road, Crossville, TN 38555, will be quite a treat. Westerfield is well-known in HO scale model railroading as producers of fine quality craftsman kits with detail rivaling, and often exceeding, the coveted brass model. This can only result from fine "pattern" makers and lots of intense research and prototype data, which includes one of the largest collections of freight car builders photos in existence. Not bad considering Westerfield only offers kits depicting cars built between the 1890s and the 1930s. The entire 250-plus item catalogue is now being offered on video. After an introduction to the company, each kit is pre-

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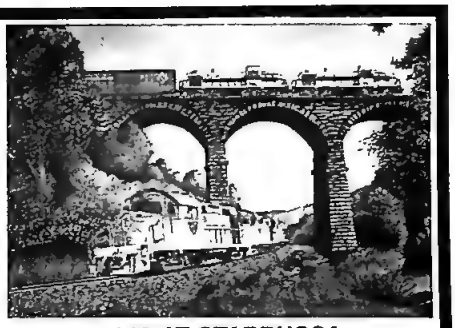

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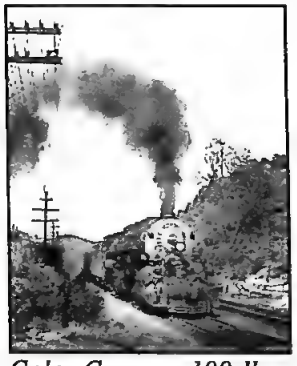

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sented in catalogue order (one is sent with the tape) with the appropriate prototype photos and information. The still photos are 99% black & white, and the model views are in color. Westerfield's line includes a selection of Pennsy equipment, a variety of outside-braced wooden boxcars, USRA single- and double-sheathed wooden boxcars, "fishbelly" hoppers, wooden auto boxcars and stock cars, and a large selection of colorful "billboard" reefers. One of the most common laments of the freight car faction is "I wish I saw the billboard reefers in color." This is as close as you can get, and I was surprised to see the various colors on the Heinz pickle cars and their various reefers, also. The Videolog was shot on a home video camera — it isn't as action packed as a rush hour on the Northeast Corridor, but it contains that equivalent of information. And you can't beat the price, $7.50 plus $2.50 shipping ($6.00 shipping to Canada).

Feature Reviews

"The Great South African Steam Festival," produced by Goodheart Productions, P.O. Box 47131-R, Chicago, IL 60647. VHS or BETA, 60 minutes, $40.00 (Ill. res. add 6.75% sales tax).

A rather remarkable event took place during September 1989. The 146-mile double-track 3'6" gauge main line between Kimberly and De Arr in South Africa had always been a mecca of regular service big-time steam for fans around the world as almost three-quarters of the nation's freight trains were powered primarily by American-inspired 4-8-4s. In 1988 when the South African government announced that it would finally discontinue the use of steam, there was strong protest by South African tourism officials. The result was a commitment to run 30% of the vacuum-brake freight trains on that line with steam until 1992. To emphasize the commitment, Brian Benn of Great Britain suggested a week-long steam festival on the line using preserved and prestige locomotives from around the country, plus the regular service 4-8-4s. The result was a nine-day festival beginning on September 15, 1989, featuring a non-stop 24-hour per day exhibition of steam power at its finest, primarily with doubleheaders. Goodheart Productions was there, and they have put together a superb video documentary of this historic occasion.

I have to admit, this tape showed me the significance of event and how interesting South African steam locomotives are. They are certainly American-looking, and some are American-built. The motive power shown is varied: 4-8-2s, 4-8-4s, 2-8-4s, 4-6-2s and even a Garratt. In all, there are 17 combinations of doubleheaders. The specific classes and shed assignments of each locomotive are all described in the narration, along with many other interesting facts. The international celebrities are here, like the *Red Devil* 4-8-4, the green 15F 4-8-2 and the *Orange Express* 4-8-2, plus mechanical rarities including the last in-service condensing 4-8-4 (which condenses the steam back into water for re-use) and a poppet valve Pacific.

Goodheart did a good job of presenting this relatively foreign (to me) material and

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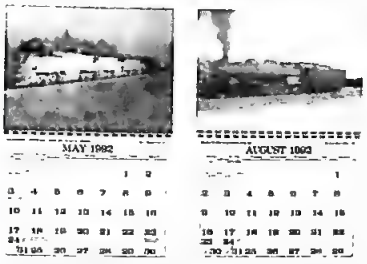

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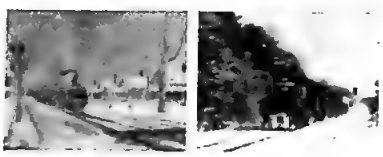

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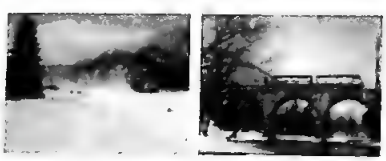

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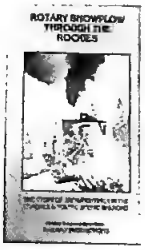
making it understandable. Maps are included, and the narration is top notch. But the strongest area of production here is the videography. The cameramen captured the feel of South African railroading through the Karoo desert. The coverage is predominantly runbys with pacing sequences of many classes and some cab footage. The editing flows well, and the shooting is hardcore and "clean" enough to see the machinery and artsy enough to capture the context of what is happening. Most scenes are in the best of light, plus there are beautiful glinted sunset views and back-lit broadsides.

Goodheart Productions is a relatively new producer in the railfan video field, and their packaging and video quality are comparable with the biggest, long-established companies. I've heard steam fans who I respect call this tape the best steam video they've seen. I would certainly recommend it, as well — M.D.



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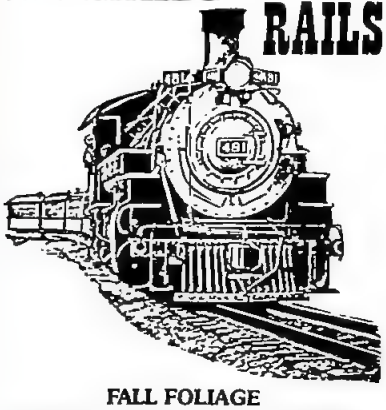

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ENGLISH RAILS IN SPRING
April 14-27
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April 27-May 9
Ride Lisbon street cars with 1906-14 Brill builts and look-alikes before the start of modernization. Visit Porto where trams are on borrowed time. Spanish narrow guage electric system (FEVE) from Coruna to Oviedo, Bilbau and San Sabastian. Standard guage to Barcelona for visit to their extensive electric systems.

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steam rotary "OY" to do battle against the drifted snow on May 4 and 5, 1991, as it had done for the Rio Grande so many times. The "Friends of the C&TS" ran a special train on Sunday to allow photographers to record this spectacular event, and the images were right out of a stack of Phil Hastings prints. The crew of Railway Productions was on hand for both days, plus a few days previous, and they have put together a television-quality documentary of that magic weekend in May 1991 and about the history of snowfighting on Cumbres. Not only is this a tape of lasting significance, Railway Productions will give $5.00 from each one sold to the "Friends of the C&TS" to be put toward historic preservation.

To illustrate the history of Cumbres snowfighting, interviews with former Chama-dispatched crew members, a former trackside resident of Cumbres (yes, Cumbres actually had a resident) and a former telegraph operator who was stranded for three weeks during one blizzard are intermixed with still photos and newspaper accounts from the old days. Down at Chama, the OY is seen being spray painted before the trip, and Earl Knoob, a C&TS fixture who is as much a part of today's narrow gauge as any Rio Grande man ever was to the old D&RGW, gives a complete tour of the workings of a rotary from the wheel-man's cab to the cylinders to the fireman's scoop. I didn't realize how many people it requires to operate a rotary, or that the two cylinders aren't directly connected to the blade — or to each other!

The action up on the hill is impressive, and the photography is dramatic. The rotary has its own distinct exhaust which can be heard along with the two locomotives pushing it. The camera angles are varied with views looking up, down and across at the plow in weather ranging from near blizzard conditions to crystal clear blue skies. Views from within the OY show what it takes to really run a rotary in the heat of battle. Some of the drifts required more than one "shove" to get through them. Just like the old days? One old timer recalls that while riding in the caboose he and others would merely reach out the window and make a mark in the snow drift. On the next shove, sometimes he would see the mark go by, sometimes he wouldn't see it at all.

Once over the top, the two 2-8-2s split so one could power Sunday's photographers special, which stalled at Windy Point requiring the plow train to assist it and then finish clearing the line. Not a bad bit of action and drama, and all of this occurred, as the narrator points out, 30 years after the first space walk.

In my opinion, Railway Productions is one of the best "editors" in the railfan video field. This program combines the right combination of action, interviews, anecdotes, background music and information to keep the tape moving comfortably while teaching the viewer something. This is a fine program worthy of archival status at a modest price, and the proceeds are going to a good cause — M.D.

"Southern Pacific, the Coast Line," produced by Video Rails, P.O. Box 80001, San Diego, CA 92138; 800/262-2776. VISA, MasterCard and Discover accepted, VHS or BETA. 30 minutes, $39.95 plus $3.00 shipping (Calif. res. add 7.25% sales tax).

The Southern Pacific Railroad has many lines with their own unique characteristics, and one of the most famous of them is the Coast Line extending from San Francisco south to Los Angeles. It was the Coast Line that inspired perhaps the most lovely paint scheme anywhere, that of SP's world famous *Daylight* passenger trains. The red and orange scheme first appeared on the *Coast Daylight* in the late 1930s. That legendary scheme lives on today with the City of Portland, Oregon's, 4-8-4 4449 and matching consist.

This assemblage of vintage 16mm color films is Volume 5 of Video Rails "Classic Collectors Series" making up a half-hour look at SP's Coast Line between Los Angeles and King City (below Salinas and Santa Cruz). It contains mostly steam passenger coverage, with some great first generation diesel power as an added attraction. The tape covers locations in logical order from south to north (east to west, in SP parlance).

The program opens up with an absolutely dynamite view of the *Coast Daylight* proceeding north past Main Street in Los Angeles on the southbound track, being closely followed by an F7 freight moving north on the northbound track; this sequence alone is worth the price of the tape. Views of various trains are shown in Glendale (another boyhood haunt of this transplanted California railfan), with *Daylight*-class 4-8-4s on passenger trains and an AC-class Cab-Forward on a freight. Then the coverage shifts to a variety of freight and passenger trains in and

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around Chatsworth and the famous rocks and tunnel. We then proceed west through the Simi Valley (nice to see before suburbanization swallowed it up), and up the coast with many views along the ocean stretch, including Gaviota trestle, and inland past Guadalupe on into San Luis Obispo. A few views on Santa Margarita Pass and in the Salinas Valley end the coverage.

Video Rails has done a super job on this tape; I only wish it were longer. Film to tape transfer is excellent. Sound dubbing is well done, photo locations and angles are varied and imaginative, and they capture the unique flavor of the Coast Line. Coverage, however, is primarily south of San Luis Obispo with quite a bit around Los Angeles and Chatsworth, while very little is shown on Santa Margarita Pass.

There are no maps. Since I am familiar with the line it was no problem, but a stranger might find this a drawback.

For fans of the SP, this is an absolute *must have* tape. It is also very highly recommended for railfans in general because it gives excellent coverage of one of the most famous and scenic railways in the world during its glory days of *Daylight* steam-powered passenger trains. Don't wait, get this gem now — RICHARD D. FOREST, ESQ.

"Glory Machines of the Grand Trunk Western," produced by Herron Rail Services, 2016 North Village Ave., Tampa, FL 33612; 800/783-3886. VHS or BETA, VISA and MasterCard accepted, 34 minutes, $34.95 plus $3.00 shipping per order.

Adding to Herron's growing stable of quality vintage steam action transferred to video from 16mm original footage with state-of-the-art technology is this half-hour tape on the Grand Trunk Western. This road, which shares some corporate heritage with the Canadian National including design and paint scheme standards, covered over 900 miles in Michigan in the mid-1950s. It remained in steam until 1960, primarily on the main line between Detroit and Durand, and as a consequence operated the last regularly scheduled steam power and steam commuter trains in the United States. We see here steam on the Grand Trunk before its eleventh hour.

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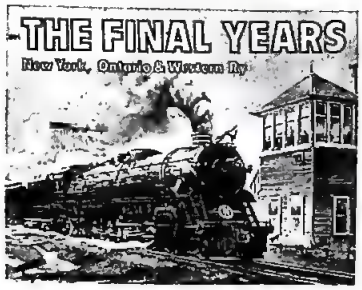

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rain. If your shooting concentrates on the GTW in and around its lower Michigan urban centers the backgrounds will tend to be geographically flat, suburban and semi-industrial with some countryside scenes now and then. Such is the case with this tape. A number of the scenes were shot at grade crossings or at stations in the environs of Royal Oak, Milwaukee Junction and Durand. While we may not prefer automobiles and other minor distractions if shooting today, herein a sprinkling of such items is a visual reminder of how roadside and trackside America used to look. The overall impression is quite nice — steam trains running through their total environment. Good data for modelers, too.

There are numerous locomotive classes represented in the tape, covered randomly. Almost 100% of the footage is action. There are a few sequences of 0-8-0s and 2-8-0s doing appropriate chores, numerous sequences of Mikados and Pacifics, and fewer of 4-8-2s and 4-8-4s (only one sequence of a streamlined U3c). Freight and passenger operations are well represented, including Mikados pulling passenger consists. While there is no turntable action at the Milwaukee Junction roundhouse, we see three Pacifics there awaiting their call. Of note is the transition period between solid Pullman green passenger consists and the "new" paint scheme of the day, sporting yellow stripes and the dark lower body band. Don't miss the express boxcar with end door and oil marker lamps.

The seven minutes of 5629 fantrip coverage is visually unique from sometimes reckless helicopter positions. While I am personally very opposed to those who helicopter fantrips, the Wellsboro, Indiana, diamonds (GTW, B&O, C&O, highway) are very impressive from a vulture's point of view.

There are no technically poor sequences in this tape. Most were photographed in low sunlight, but there are some cloudy day views as well. Angles are good, standard railfan fair and generally well composed. Pan shots and "going-away" station start-ups enhance the variety now and then. Most of the footage seems to be hand-held, but it is very steady. The sharpness and color are good (16mm original). The dubbed sound is very well done, down to overlaying vintage Detroit automobile noise as a portholed Buick passes (the *real* Roadmaster). Narration generally sticks to the bare facts in typical Herron fashion with only one spotting error (calling a 4-8-4 a 4-8-2).

I admit to being biased towards CN/GTW main line power: trim, well-proportioned designs with many patterned after USRA practice, aesthetically appointed with appliances, piping and classy Vanderbilt tenders occasionally — and workaday in nature. For those of you who prefer a "Black Tire Affair," most GTW motive power had white tires in *regular* service.

In this tape you'll see plenty of steam, plus wooden "cabeese," heavyweight passenger cars, elevated crossing shanties, oil marker lamps and fallen flag wooden and steel boxcars, too. Catch the awnings on 3745's cab, and the summer caboose crew in straw hats! For fans of Dr. Rudolph, there are two sequences with EMD F3s, an Alco S2, a New York Central RDC view and a GP7 sequence, the latter dooming 4-8-4s on commuter trains in the spring of 1960. A sequel tape, covering snowy Michigan winter scenes, would be wonderful — TOM KELCEC.

We'd like you to meet...

Bob Hart

The author of this month's feature on the New York Central's West Side Freight Line has been a long time resident of northern New Jersey, but he was born in Melrose, Massachusetts, just north of Boston, in 1935 and at the age of seven moved to Cape Cod. As a result, his early favorite railroads were the Boston & Maine and the New Haven. Right after school, Bob married and started a family with a Christmas baby girl. In 1955 he bought a pre-war Kodak 16mm camera to take family movies a short time before Bob, Jr., was born. He notes that his first movie sequence was a New Haven way freight leaving Orleans — underexposed.

Bob filmed the last of the B&M steamers and then moved to the Summit, N.J., area in time to witness the last year of Pennsylvania

Rio Grande Memories
By John B. Norwood

Rio Grande Memories is the third in a series by John Norwood that delves into operations and stories of the standard and narrow gauge portions of the Rio Grande. This 192-page 8½x11" hardbound contains 18 illustrations, 271 black and white photos, an 8-page color photo section, heavy enameled paper and a watercolor cover by Mike Pearsall. From the Royal Gorge to Phantom Curve from Grande Presidential Specials to wool loading on the Narrow Gauge, this book covers it. $39.95

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Railroad steam, mostly K4s out of South Amboy. In the next few years he shot a lot of footage on the Pennsy and the Lackawanna.

Bob's model railroading also started very early with Tootsietoys and then a Haffner/ Marx wind-up followed by American Flyer O and S gauge electric trains. He converted to HO and joined a model club and the NMRA in 1957.

Bob observes, "As a railfan I was mostly a lone wolf and explored many familiar and unfamiliar rail locations. Ask Bob, Jr., to tell of our climb to the top of the Hell Gate Bridge! While I take action and locomotive shots frequently, my modeling background shows up in my many track, bridge, tunnel and industrial photographs. Favorite subjects have included the many Reading Iron Horse Rambles that we rode and chased. The New York Harbor car float and freight railroads have been fascinating subjects. I am partial to the narrow gauge, (I remember my father taking me for a ride on the Boston, Revere Beach & Lynn at a very early age) but have never made the pilgrimage to Colorado. The next best thing, however, was seeing the East Broad Top Railroad when it reopened in August 1960. Countless visits to ride and explore have followed, and I have been a 'Friend of the EBT' since the beginning. I joined the NRHS about a dozen years ago."

Although he does much of his picture-taking as a "lone wolf," Bob is a familiar figure around the Jersey Central Chapter NRHS and has presented programs with his vintage films on many occasions. In his first few years after moving to New Jersey, one of his "railfan buddies" was Jack Wheelihan, now with EMD and an engineman on the Southern Pacific *Daylight* 4449 crew. Bob's son, Bob, Jr., is a very active railfan and was written up in this column in the July '85 issue for his work with "Rails After Dark" in doing synchronized flash on the DL&W m.u. cars before they were replaced.

Bob started with the Postal Service 27 years ago and has been an accounting supervisor for most of that time. Bob and his wife, Eve, are very active in the Episcopal Church, and Bob has a large science fiction collection which he began while still in school.

As Bob sums it up, "While assisting Eve in raising a large family, I haven't traveled as much as many other railfans — although I did get to England in 1978 — but I have no regrets. The warm feeling of 'family' when the children and grandchildren drop by to visit more then makes up the difference." ∞

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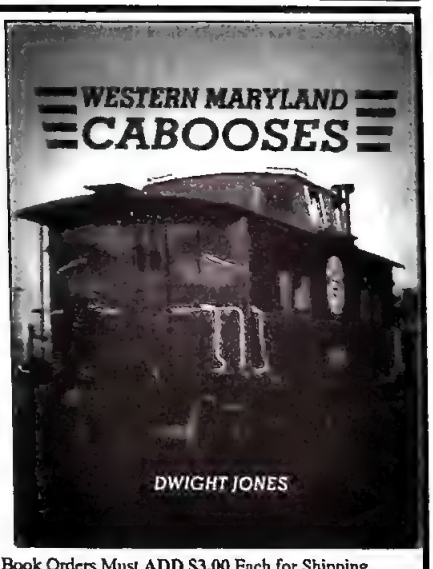

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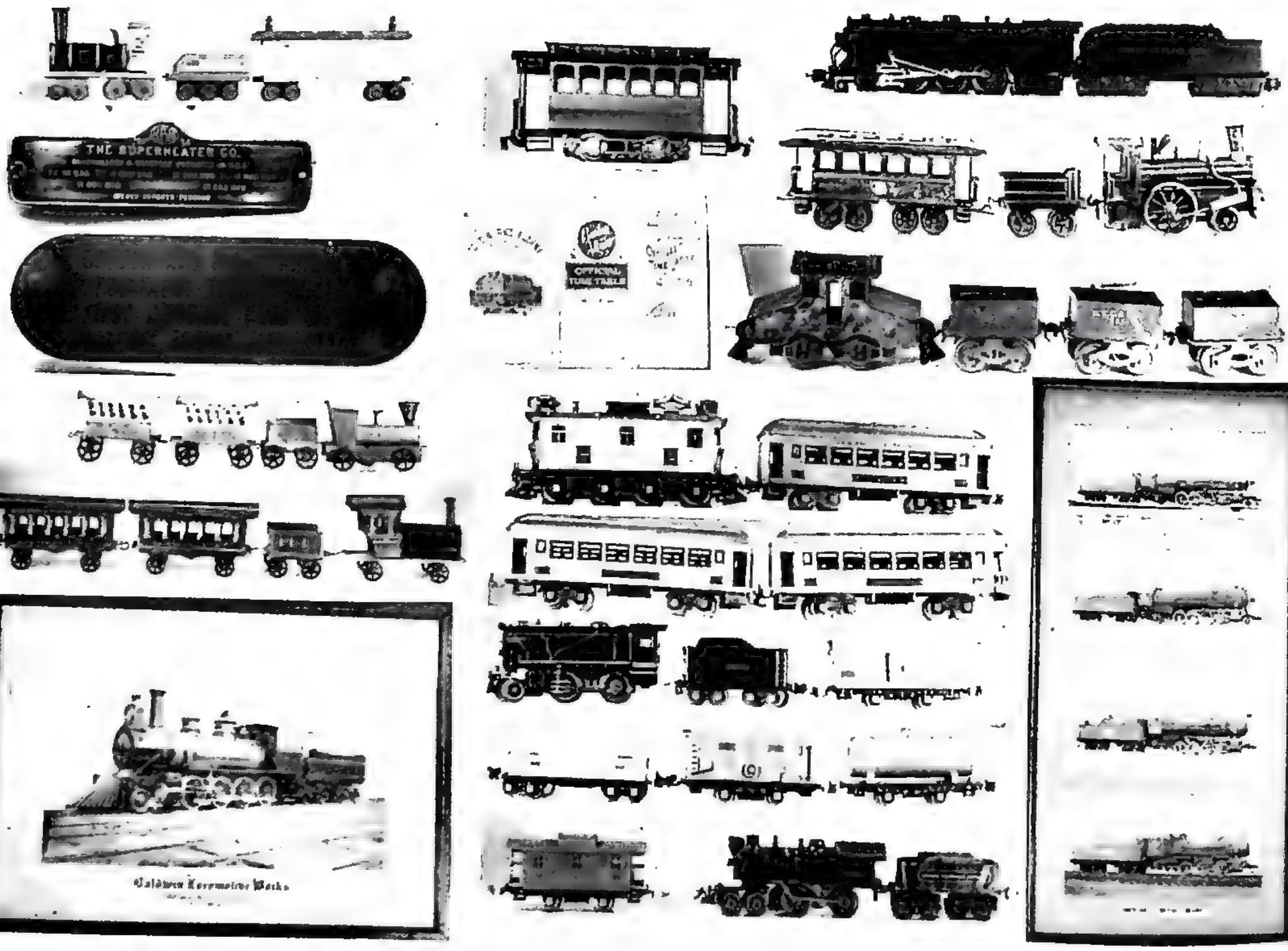

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Camera Bag

BY JIM BOYD

Ilford's New XP2 Film

GUEST COLUMNIST: DAVE CRAMMER

In his June 1991 CAMERA BAG piece on shooting Santa Fe's Super Fleet diesels in black & white, Bruce Kelly mentioned the unique ASA 400 film he uses for much of his black & white work, Ilford XP1. While many "purists" in the photography field have shunned XP1 ever since it hit the market in the early 1980s, nearly every major photo magazine has tested it against other 400 speed films such as Kodak T-MAX 400 and Ilford HP5 and found XP1 to have the best sharpness, finest grain and widest tonal range of any film in that high-speed group. Part of XP1's secret lies in its emulsion made up of thin layers of light-sensitive dyes rather than conventional light-sensitive silver grains. This also lends towards the film's ability to be conveniently processed in C41 chemistry at one-hour color labs. For more background on XP1, look back at the April and May 1988 CAMERA BAG columns.

Just when some of us had begun unlocking the secrets of XP1, Ilford has come out with a new improved film in the form of XP2. "New and improved" sounds a lot like an ad for a detergent that's simply got a new fresh scent added to it, so the question has to be asked, is XP2 *really* better? According to Ilford sales literature, the new XP2 excels beyond XP1 with "better sharpness" and "better mid-tone contrast." I phoned Ilford's customer service department for a free sample on the advice of rail photographer George Cockle, who has also used XP1 for 35mm work. George has already found the new XP2 in 35mm format to be a close contender to conventional black & white films in medium format, so you can imagine the tremendous possibilities with the XP2 which Ilford is producing in 120 size rolls.

With my sample 35mm roll of XP2 in hand, I was now confronted with how to test it in a manner relative to railfanning. There are various photo magazine editors out there who use lined grids for technical comparison, or who photograph out the window of their Manhattan office and enlarge a portion of a distant window cornice to compare the grain, but there is only one true railfan test: you go out and photograph trains.

Picking up a roll of the good old tried and true XP1 to test the XP2 against, I headed for Cajon Pass with two Nikons, two tripods and duplicate filters. Notebook in hand, I recorded each shot down the range of exposures with yellow, orange and red filters, and also at times with no filter at all. Like XP1, the new XP2 is marketed as a film you can shoot at different ASA ratings on the same roll and still get printable images on every frame, but under most conditions with standard processing the film's best performance is actually at ASA settings closer to its intended rating of 400. Varying exposures between ASA 100 and ASA 800, I shot Santa Fe units in the traditional blue & yellow as well as a few red & silver Super Fleets, plus Southern Pacific's gray and scarlet and Union Pacific's yellow, all at various locations. It was a beautiful day on the pass, and I met a lot of interesting people, which, along with the trains, made for a nicer way to test XP2 than to be at home doing line graphs.

Now it was time for the actual "work." Part of the beauty and convenience of XP2, as with XP1, is that you can have it processed in C41 color chemistry, so my first stop was the Fromex lab in Downey, California, where both rolls were run through at the same time. Then I went home to the darkroom to make the comparison prints and find out which was better.

I enlarged the XP1 and XP2 comparison shots on Kodak Polycontrast III RC paper with no filtration. Just as there are photographers who claim there is only one film worth shooting, there is just as much devotion among photo printers as to which paper to print on. XP1 prints very well on Ilfospeed paper, and there are those who swear Agfa is

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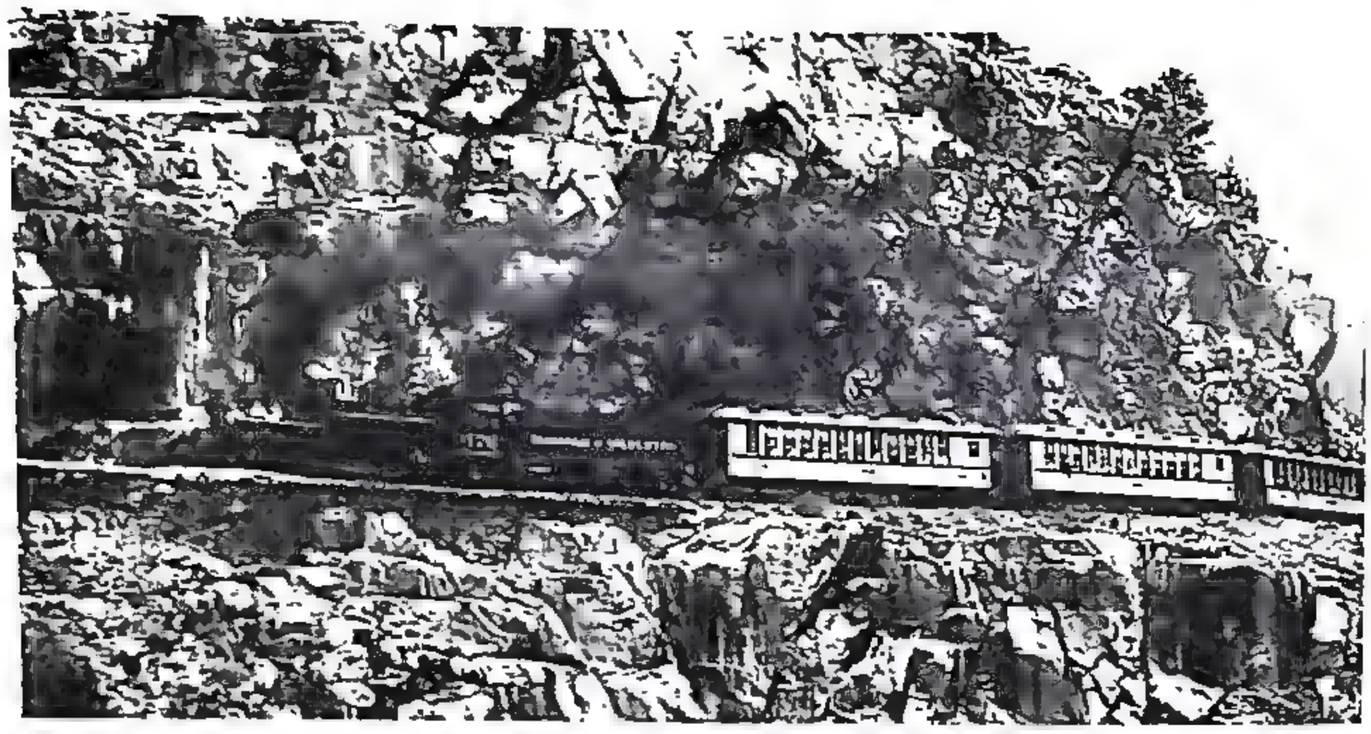

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the only paper to use. However, since Kodak Polycontrast paper is almost universally available, does an excellent job and can be enhanced by contrast filters, I decided to go with it. Developer was D76 with one part developer and three parts water. Making the test strips, I noticed that both the XP1 and XP2 negatives used the same exposure time, indicating that both negatives had the same density on identical exposures. On the back of the paper I recorded the film type, filter and ASA exposure that had been used in the field so that the prints would not become mixed up later. Each negative was printed full-frame on 8″×10″ paper. The enlarger was then raised to project a 16″×20″ image, a portion of which was printed on the 8″×10″ paper to check for sharpness.

One of the major negative comments I hear from non XP1 users is that it isn't as sharp as other B&W films. The other comment I get is the question of whether or not the color dye image on the negatives will deteriorate over time. My negatives of XP1 shot ten years ago are holding up very nicely, thank you, as are those of R&R staffer Bruce Kelly. As for sharpness, the test results of all those photo magazines can't be too wrong. For 400 speed films, XP1 and its successor XP2 are incredibly sharp and fine grained. My enlargement comparisons show that Ilford has really worked on this new film. In fact, my first reaction was that it's an ASA 400 film that's almost as sharp and grainless as Kodak's ASA 25 Technical Pan black & white film. My best results with XP2 seemed to be with the exposure set at ASA 200 with an orange filter (except when shooting Santa

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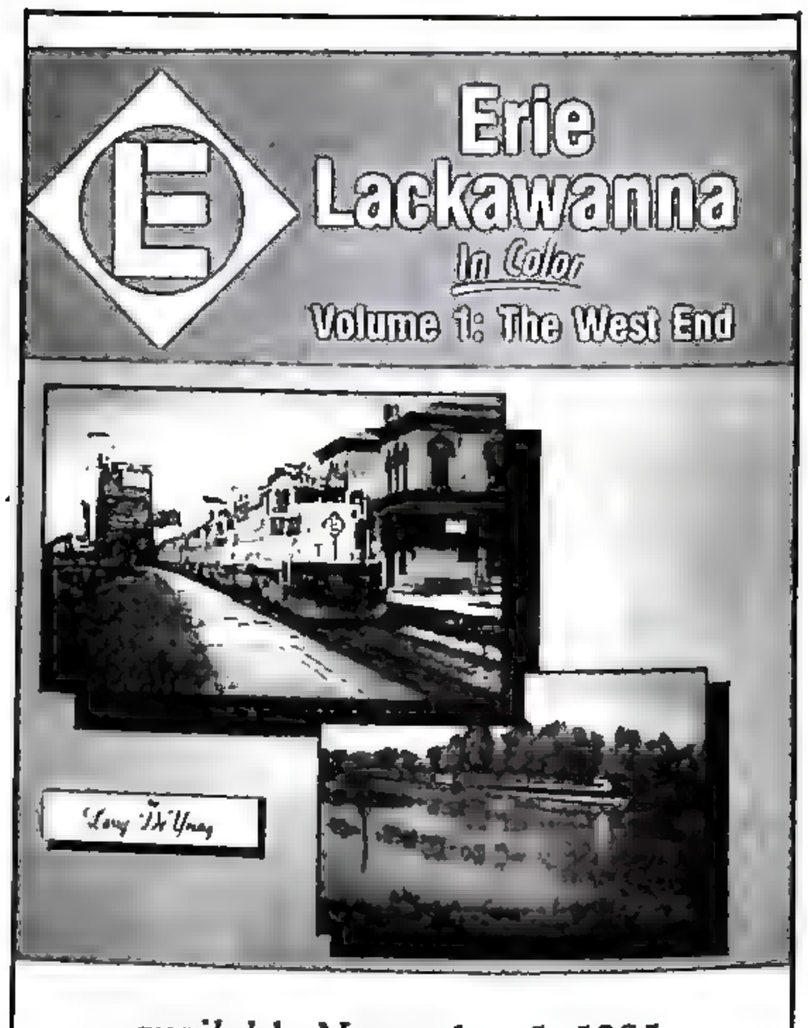

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Fe's red & silver Warbonnets, which came out best with no filter), which gave me rich tones in the sky and good differentiation for the paint schemes. Tonal range with this combination had everything I could ask for.

Another difference in the new film is that whereas XP1 negatives often have a slight purple or magenta tint (a characteristic of their color dye emulsion), XP2 negatives are more neutral in tint. This is a big plus for railfans who want to shoot black & white but don't have the ability to do their own darkroom work or the money to deal with a custom lab for prints. You can often get decent 5″×7″ or even 8″×10″ enlargements machine printed at the same one-hour lab where you get your XP2 developed, and with the new film's neutral tint, the lab can more easily make prints that don't have the green, blue or sepia tone tint that's common with color machine prints made off XP1 negatives. It's wise to work only with a top-quality one-hour lab, especially those which use computer-monitored equipment from such manufacturers as Noritzu. Ask to see samples of the lab's latest work before trusting your film or printing work to a budget lab where careful handling, dust prevention and basic professionalism might be ignored.

I am so pleased with the results that I can't decide whether or not to shoot more of XP2 instead of Tech Pan. The faster emulsion of XP2 is something I can really use, since besides shooting trains I do a lot of sports photography with telephotos for the high school where my wife teaches. This film will definitely be filling a large portion of my camera bag.

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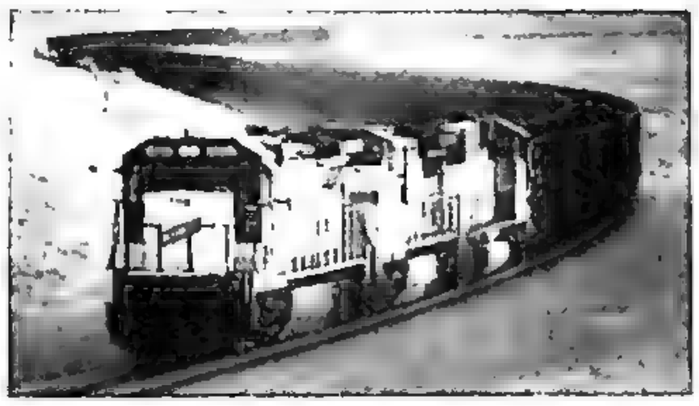

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Transit Currents

SEPTA's New Cars

The old Philadelphia & Western "High Speed Line" between Philadelphia and Norristown, now operated by the Southeastern Pennsylvania Transportation Authority, is one of the most interesting of all electric lines in the U.S. It has certainly seen some of the most amazing varieties of rolling stock. There were, of course, the famed Brill Bullet cars minted in the 1930s and the hardy 1920s vintage Brill Strafford cars most often identified with the line. Remember, however, that up to about 40 years ago, the line also felt the tread of the ex-Cincinnati & Lake Erie (and one ex-Indiana Railroad) lightweight cars operated by the Lehigh Valley Transit on its Philadelphia-to-Allentown interurban service. (I have happy memories of the LVT motorman putting down the portable bridge to span the gap between the high-level P&W platform and the trap on the lightweights.)

The former Chicago North Shore & Milwaukee *Electroliners* also served the line for about 20 years. Now the line is served by ex-Chicago Transit Authority rapid transit cars and ex-Market-Frankford rapid transit cars from SEPTA until the new N-5 cars arrive.

I took a group of students to Amtrak's Beech Grove shops on April 6, 1991, and hoped, among other things, to see the new Norristown High Speed Line N-5 cars that Amtrak was assembling. We got to see the completed car 451 in a sequestered part of the shop. Our guide was not involved with the project and could tell us nothing about it except that it was handled separately from the rest of Beech Grove's activities, and that there had been some problems. He said he thought it would be leaving for Philadelphia soon. Then he showed us a batch of body shells for more of the cars, some covered with tarpaulins out behind the shops.

Move the car they did, and Matthew Mitchell of the Delaware Valley Association of Railroad Passengers compiled the following report of its delivery in May 1991.

Car 451, the prototype of a total of 26 N-5 cars for SEPTA's Norristown High Speed Line (Route 100, the ex-Philadelphia & Western line between 69th Street Terminal in Upper Darby and Norristown) arrived by truck at the 72nd Street Shop (the "Bullet Shop") the morning of May 22, 1991, and was quickly moved inside the building. For two hours on May 23, the portion of the shop where 451 was stored was opened to the media. Nighttime tests of the car will be followed by testing in revenue service at a date yet to be determined. The revenue testing may be delayed by reconstruction of the P&W bridge over Landover Road in Bryn Mawr, a project which will require full-time single track operation from Wynnewood Road to Bryn Mawr during July and August. Service on the line during construction will probably be provided with the ex-Chicago Transit Authority trains exclusively to maximize passenger capacity. Car 451 will continue testing under winter conditions before the production order goes ahead. A planned second prototype has been canceled.

The N-5 prototype is well over a year late, and the production order will be at least 15 months late, with delivery now expected for fall 1992. The prime contractor for the cars is Asea-Brown Boveri (ABB), a company formed by the merger of Sweden's Asea Corporation (makers of the AEM7 and ALP44 electric locomotives) and the Swiss firm Brown Boveri. Both companies have much experience in power transmission equipment. Body shell construction was subcontracted to Soreframe of Portugal; final assembly was carried out by Amtrak at its Beech Grove, Indiana, shops.

A confirmed problem with the new car is that it is about 12,000 pounds over the specified weight. This may hurt performance of the car (acceleration and deceleration) and will increase forces on the P&W track structure, which is relatively light and highly banked in curves. Unconfirmed yet repeated reports from reliable sources indicate the car is slightly over width and may have some clearance problems. A crack in the frame is also reported, but its severity is not known.

The N-5 interior features deep-cushioned seats for 64, upholstered in dark and light brown vinyl. The big windows do not open since the car is air conditioned. Press-tapes for stop requests are located between the windows. A wheelchair tie-down is located next to the operator's position at each end. Sliding doors close off the cab area when not in use. The car has a single controller for both power (four notches) and brakes (five notches). Additional levers to the left are for reversing and standby/storage. Dials on the instrument panel show brake pressure, speed and "torque" (amperage?). Colored lights around the perimeter of the speedometer display the maximum speed permitted by the cab signal system. Toggle switches on the panel control the right side doors. Each right front door is in two sections to be wide enough to admit a wheelchair. Left side doors are controlled from a panel below the operator's side window. Panel switches are provided for all other functions including public

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

for the Norristown Line

address system and radio (a microphone is mounted on a boom), windshield wipers, lights and tagging equipment for automatic route selection.

Power collection is from overrunning third rail shoes. A pantograph can be fitted. SEPTA plans to have only overhead power in the new shop it wants to build to serve both the NHSL and the broad-gauge, overhead-powered Media-Sharon Hill Lines. The N-5 car is fitted with a.c. traction motors, the first such production application in America. They are expected to require much less maintenance than conventional d.c. motors.

While SEPTA waits for the N-5 cars to be delivered, it is maintaining NHSL rail service using the ex-CTA trains and Market-Frankford cars running on standard gauge ex-PATH trucks. This adds greatly to SEPTA's costs in two ways. The old trains need much maintenance attention, and replacement parts are often costly or unavailable. Second, each car or train requires both a motorman and a conductor to be operated in revenue service. SEPTA Assistant General Manager for Suburban Operations Thomas Cain had high praise for the shop personnel keeping the old trains running. He said that "it isn't a miracle that those trains keep running; it's a lot of hard work" by those crews. The CTA trains are to be overhauled starting this summer. It is projected, but not definite, that they will be used to provide sufficient capacity on the Broad Street Subway during the summers of 1992 and 1993 while thousands of commuter rail passengers are diverted from the ex-Reading lines (Doylestown, Warminster and West Trenton) to the subway.

Mr. Mitchell notes that railfans are strongly discouraged from trespassing on SEPTA property to obtain pictures of 451 and the other NHSL cars. SEPTA police patrol the 69th Street complex 24 hours a day. They have been very wary of trespassers due to the murder of Sgt. Thomas Sewell in the Victory Avenue bus yards by a mentally ill homeless man and thefts of SEPTA buses from various depots by joyriders. SEPTA police will not hesitate to arrest trespassers and confiscate film. Safety hazards abound in the area as well, inspection pits, energized third rails and moving vehicles among them. Plenty of good photo opportunities will be available once 451 is running on the scenic P&W line. Wait for safe and legal shots. Lighting in the Bullet Shop is not conducive to photography. Flash users should be aware

MATTHEW MITCHELL

N-5 PROTOTYPE 451 was at SEPTA's 72nd Street Shop on May 23, 1991. A total of 26 of the new cars has been ordered for service on SEPTA's former P&W Norristown High Speed Line.

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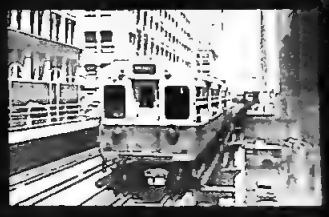

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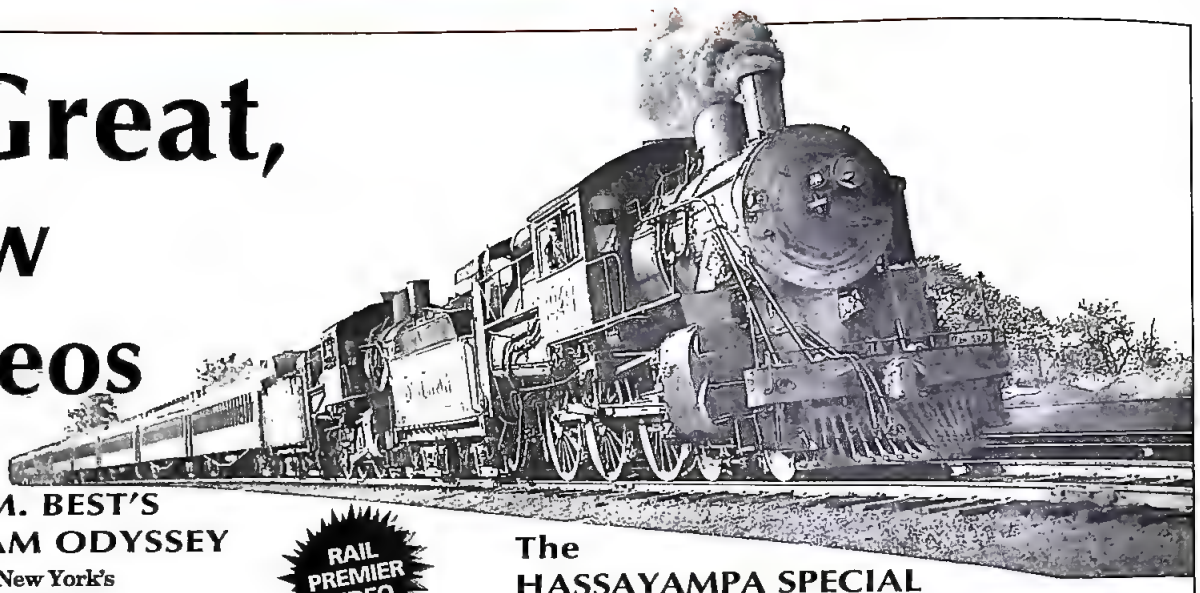

GERALD M. BEST'S 1927 STEAM ODYSSEY

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Noted rail cinematographer Gerald M. Best is well-known for his early films of Western railroading, such as those appearing in the best-selling video *California Limiteds* (also available from Interurban Videos). But in 1927, Gerald decided to go home to Port Jervis, New York, and on that trip photographed Eastern railroading as you have never seen it before.

Best starts his trip in Chicago and works east, along the New York Central's famed Water Level Route mainline. But the real stars of his camera are the Camelback steam locomotives of the New York, Ontario & Western and the Erie. "Mother Hubbards," they called them, and you'll see them working through some beautiful New York State countryside!

See them here: Chicago & North Western; Rock Island; Erie; New York Central; Delaware, Lackawanna & Western; and of course the "Old & Weary" in the featured role. Get set for some very rare footage of some very rare railroading in the year 1927! Black & white, with artfully-added sound and narration.

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After stopping for the night in historic Wickenburg, we enjoy the stark beauty of the Arizona desert along the Hassayampa River, then our four car steam train makes a grand entrance into Phoenix Union Station. Produced in glorious color and natural sound by Dan McEachern of Max Media, and marketed by Interurban Videos.

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Producer and director Bill Warrick spent years poring through miles of rare archival footage and data, and the result is this milestone production. If you liked Bill's New York Central documentary *Water Level Route*, you'll love this video. In color and black & white, with narration.

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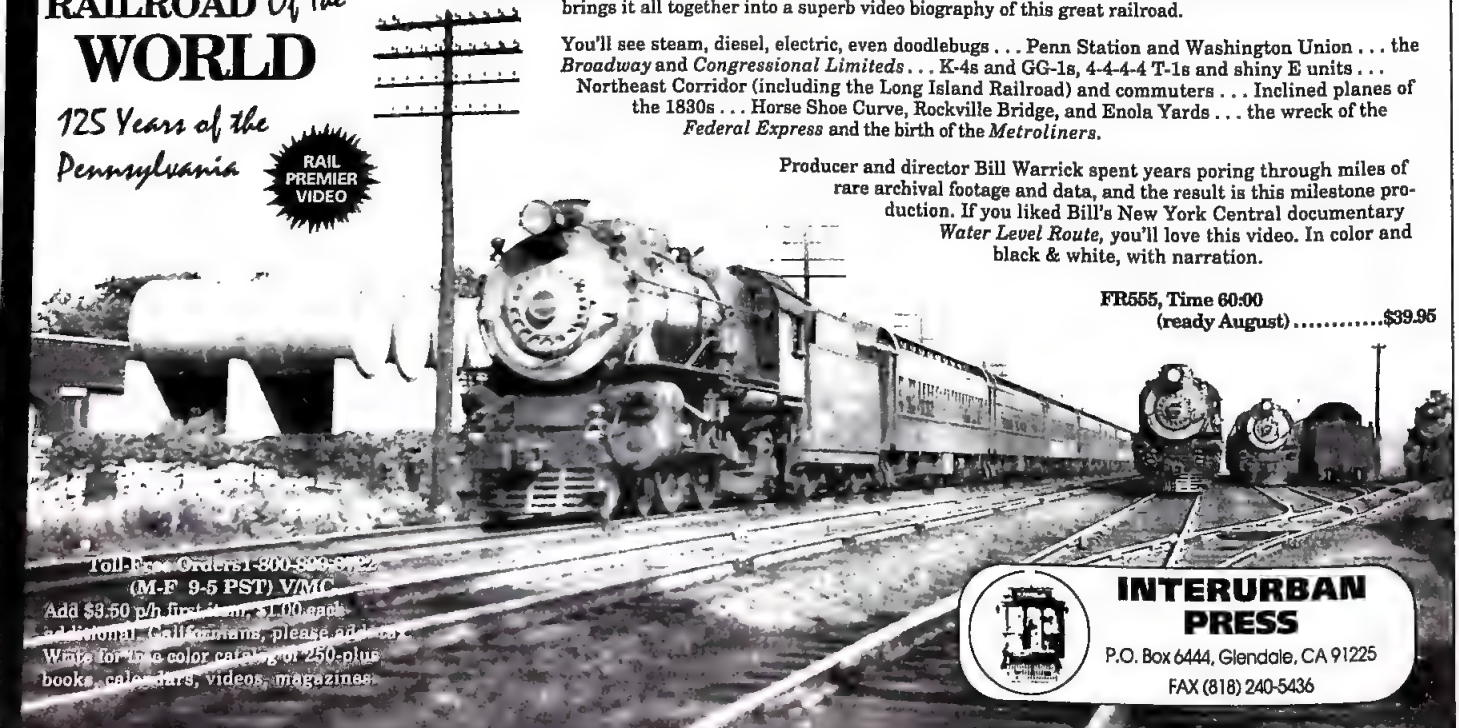

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Many thanks to Matthew Mitchell for the information.

San Diego Trolley: Otay Mesa

Looking far to the future, the San Diego Association of Governments released a study on March 22, 1991, that notes that a new 29-mile trolley line serving the area of Otay Mesa and the Otay border crossing is quite feasible. The price tag would be in the neighborhood of $650 million, and the line, according to the study, has a potential daily ridership of about 32,000.

The route that is most favored by the Association of Governments would extend from the second border crossing at Otay Mesa to the north. It would operate through the 23,170-acre Otay Ranch project that the Baldwin Company is developing. From that point, the proposed San Diego Trolley line would run west following Telegraph Canyon Road. It would then veer north parallel to Interstate 805 and join with the existing south line of the Trolley at the northern border of Chula Vista. The line would return back toward the south line through Otay Mesa and junction with the existing south line at Iris Street in San Ysidro. Thanks to Don Mitchell for the news.

LRT: A Worldwide Phenomenon

There was probably no more hostile environment for the streetcar — or tram, as they called it — than Great Britain. Virtually total abandonment of all streetcars took place in the '40s, '50s and early '60s. Only Blackpool was left. Now, however, interest in light rapid transit is almost at what one might call a mania pitch.

As you read this, construction is under way in Manchester and Sheffield, England. Financing is now in the process of being arranged in Watford, Birmingham, Bradford and Doncaster. Parliament has recently passed a bill granting the powers to construct a light rail system for Bristol, which now must begin to look for financing. Bills have been submitted to Parliament from Southhampton and Walsall. And in 1990 and 1991, in-depth studies are being carried out in Croydon, Kingston-Upon-Thames, Luton, Cambridge, Coventry, Chester, Cleveland, Glasgow and Edinburgh. The new lines (Manchester will open in late 1991) will join Newcastle-Upon-Tyne, Blackpool and the Docklands light railway as part of the renaissance of the tram in Great Britain. Thanks to Albert Benajam and Ted Wurm for the news.

Congratulations to OERM

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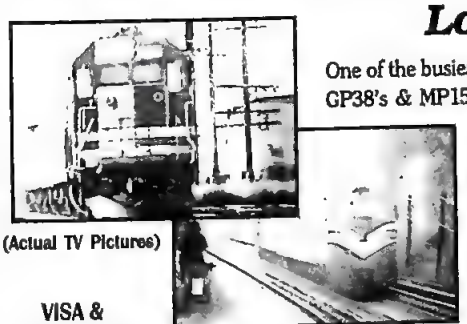
Again, congratulations, OERM.

Long Island



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1950s Onward

GS 4/6 As It Used To Be

Mac Owen was there to capture Daylight GS 6 4460 as it crossed the Sierras on the Southern Pacific's official "Farewell To Steam" and, also, the SP's Centennial locomotive on a run at Altamont Pass. Wil Whittaker's study of the Daylight locomotive follows: The Coast and Valley Daylights, of course, but much more. In the Tehachapis, over the Sierras, and across the Nevada desert. He caught all aspects of the famed GS 4: all color, all black. On freights, commuters, fan trips, football specials, doubleheading with F-7s, Mountains, Pacifics and cab-forwards. Closes with 4449 heading for Railfair 1981 with the first cars in Daylight orange: storming the Cascades, snaking down to Dunsmuir and wide open on the Valley floor. 29 mins. $39.95.

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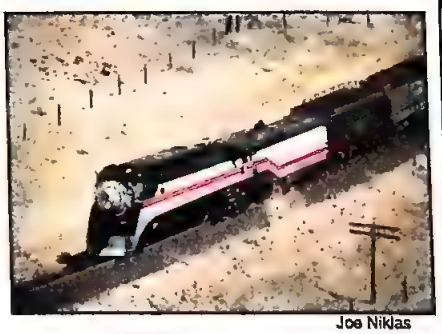
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Railnews

ELECTRO-MOTIVE FOR SALE? On June 27, 1991, General Motors announced that it was seeking a "strategic partner" for its Locomotive Group in the U.S. and Canada. This would include the Electro-Motive Division in La Grange and the GMDD plant in London, Ontario, as well as a related Defense Operations Group. While the Locomotive Group has a viable long-term future in simply "maintaining" North America's huge fleet of EMD locomotives, General Motors appears to be unwilling to invest its much-needed automotive money into developing and promoting new products in the shrinking new locomotive market. This "strategic partner" would be a firm which would be willing to supply the capital needed to keep EMD competitive in the new locomotive market, and GM is "keeping its options open" on what kind of a deal they would cut with such an investor. The choices range from a minority partnership to an outright sale.

The locomotive field is on the verge of another big shift in technology, including a.c. traction motor systems and a "big new" EMD prime mover capable of very high efficiency on a variety of fuels (a whispered-about EMD four-cycle that has apparently been under development for many years. With its enduring reputation for excellent and reliable products, EMD should prove to be an excellent investment opportunity.

NYS&W's CHINESE 2-8-2 SANK In a story that sounds like it couldn't be true, the cargo ship carrying the New York, Susquehanna & Western's brand-new Chinese SY-Class 2-8-2 1698M sank in the Bay of Bengal in the Indian Ocean en route to the United States on June 7, 1991. The locomotive had been successfully test run at the Tang Shan plant on December 27, 1990, (May '91 R&R) but the Gulf War had delayed its shipment until May 16, 1991, when it was loaded aboard the *Braut Team* of Norwegian registry. With many planned stops, *Braut Team* set sail on May 20 on a course taking it around Southeast Asia, through the Suez Canal to Europe, and then on to the United States. After making a Hong Kong stop, the freighter reported "taking on water" due to cracks in the hull on June 6, 1991, and sinking on June 7 at 6°4' North latitude and 88°51' East longitude (roughly half way between Thailand and India slightly north of the Equator) in 6000 feet of water at 3:18 p.m. local time. The 17-person crew was reported rescued. Details on why the ship sank are sketchy.

The *Braut Team* was built in 1976 and it is owned by Tor Husjord Shipping of Norway. Listed as 94 meters long (roughly 308 feet), it had a capacity of 7620 tons — not big as "bulk carriers" go.

As of press time it wasn't certain how the "claim" would be settled. Yes, the cargo was insured, but the settlement options are being studied. The present NYS&W management is reportedly still in favor of a steam program. In the meantime, the railroad had made commitments with the new steam locomotive, like N.J. Transit's October 5 Hoboken Festival, and several excursions based out of Ridgefield Park, N.J., Utica and Syracuse, N.Y. NYS&W has been investigating other domestic locomotive possibilities until the Chinese locomotive issue can be resolved.

The 1698M featured a few design changes over previous SY "Valley Mikados" built to American boiler and safety specifications. Most notably, it had a separate air reservoir connected to the power reverse that in the event of a loss of "air" on the locomotive the reverse gear would still be operable. Other changes included a centered headlight, black drivers, American steam and air pressure gauges and safety chains between the engine and tender.

For the roster-philes, the railroad allowed the NYS&W Historical & Technical Society to choose a number and paint scheme for the 1698M. They chose 141, the next number above the last steam locomotive purchased by pre-Erie NYS&W management, 2-8-0 140 built by Baldwin in 1908. The group hasn't decided what to number a second SY 2-8-2, should one be built, although 1698M was never officially renumbered.

CYPRUS NORTHSHORE MINING Locomotive rebuilder Generation II has shopped three 1800-h.p. six-axle EMDs for Cyprus Northshore Mining, the railroad which now operates the former Reserve Mining iron ore line between Babbitt and Silver Bay, Minnesota. The units received refurbished 645 prime movers, increasing horsepower to 2000. First to emerge from Generation II's facility at the ex-Reserve Mining shops in Babbitt was SD18 1229 (page 4) on April 8, followed by SD18 1230 in May. The very rare SD28 1233 was expected out by the end of July.

Cyprus Northshore Mining was reportedly on hiatus as of July while the taconite plant at Silver Bay was undergoing its periodic servicing and cleaning. Full operation was expected to resume by summer's end, with an average of two trains running each way daily (ore loads run east to Silver Bay) plus one or two extra trains per week. The line has an outside rail connection to the Duluth, Missabe & Iron Range at Northshore Junction.

HELM LEASING A new, one-of-a-kind paint scheme (page 4) has been applied to the latest Helm Leasing unit, GP40 3110 (ex-Conrail and Penn Central 3154). The 3110 is currently on lease to C&NW, working in the Janesville, Wisconsin, area as of July, and is being used by Helm for road testing of a Woodward Complete Locomotive Control (CLC) microprocessor system. The CLC gear monitors and automatically adjusts nearly all areas of locomotive performance, including wheel slip control, fuel efficiency in all throttle positions, temperature and level of vital fluids and protection of major components.

CHICAGO CENTRAL The newest motive power acquisitions by the Chicago Central & Pacific are five former-Monongahela GP38s, 2000-2004, acquired from General Electric. Already painted in Chicago Central's red and white-striped paint scheme (page 4), these units retain their former MGA road numbers. General Electric got these units as part of the purchase price on eleven new Super-7 series remanufactured locomotives for the Eastern coal-hauler, now controlled by Conrail. The 2002 was once Monongahela's bicentennial unit. The Chicago Central operates 798 miles of the former ICRR Iowa Division west from Chicago.

CANADIAN COMMUTERS Twenty ex-VIA coaches are now being used on Montreal's CTCUM electrified line commuter trains from Central Station to Deux Montagnes. The cars received several modifications for their new service, including the installation of windows which can be opened. Being of earlier vintage than much of the equipment used on other North American commuter lines, the coaches make a fine sight when coupled behind CN's venerable box-cab electrics (page 4), although the pre-1950s locomotives might look more at home pulling heavyweights.

A CRAWFORD NOTCH REVIVAL Setting the stage for what could be a spectacular railroad comeback, a group calling itself the Mountain Division Limited Partnership has announced plans (even taking out ads in R&R and other rail publications) to gather capital toward the restoration of the former Maine Central Mountain Division through Crawford Notch in the White Mountains of New Hampshire for tourist operations. The proposed line, scheduled to open in 1992, would run from Milepost 67 near Bartlett, N.H., north to Milepost 90 at Fabyan, linking major scenic and historic sites with ski slopes and hotels.

A press release from the partnership lists George Bartholomew, owner of the Edaville Railroad, as one of the original investors in the Crawford Notch restoration. (Based in South Carver, Mass., the Edaville Railroad is currently up for sale.) According to the release, "George will become the president of the Mountain Division Limited Partnership's subsidiary railroad corporation, the Crawford Notch Railroad."

The centerpiece of the line's passenger service is to be Edaville's ex-Boston & Maine three-unit *Flying Yankee* streamliner consist, which will be fully restored by James Stoetzel Associates of Andover, Mass., to not only running condition but also to Amtrak's high standards so as to allow for off-line excursions. A specially commissioned poster depicting the streamliner running as the *Mountaineer* on Frankenstein Trestle is available through October for $20.00 from the Mountain Division Limited Partnership, P.O. Box 363, Bartlett, NH 03812. Investors interested in buying into the partnership at $35,000 per unit may write to the above address for a copy of the prospectus.

SUPER FLEET BOOSTERS On July 18, 1991, GP60B 325, the first of Santa Fe's 23 cabless Super Fleet units, showed up in southern California on Train 198 from Chicago. To be numbered up to 347,

JOHN SISTRUNK

SUPER FLEET BOOSTERS began showing up on Santa Fe property in mid July. GP60B 325, the first of Santa Fe's 23 new cabless boosters being built by EMD, was on its maiden voyage west when it was seen trailing standard Super Fleet GP60Ms down southern California's Cajon Pass at Blue Cut on the head end of Chicago-Los Angeles Train 198 on July 18.

A CRAWFORD NOTCH REVIVAL being planned by New England investors could bring tourist rail service back to the abandoned Maine Central line in New Hampshire's White Mountains. Among the proposed passenger trains would be Edaville Railroad's ex-B&M *Flying Yankee* streamliner, seen at Edaville (below) during this year's Railfan Weekend on June 15.

MIKE DEL VECCHIO

the EMD boosters are expected to continue emerging from EMD's London, Ontario, plant in pairs. Their mostly silver livery is designed to coordinate with the red & silver warbonnet scheme of Santa Fe's Super Fleet GP60Ms and Dash 8-40BWs, but the reality of unpredictable motive power requirements will likely make perfect A-B-B-A sets of the units a rarity rather than the norm.

MOVIE STEAM IN CHICAGO Paramount Pictures will be filming a movie starring Harrison Ford in the Chicago area between September 25 and November 5, 1991. Based in the 1920s and '30s, the movie will highlight the life of A. Philip Randolph, who founded the Brotherhood of Sleeping Car Porters in 1925 and thus became the first black union leader. The movie has a working title of "Night Ride Down" and will reportedly make use of five main line steam locomotives, at least 28 vintage freight cars and more than a dozen heavyweight coaches. The locomotives reported to be involved include NKP 2-8-4 765, NKP 2-8-2 587 and Jack Showalter's two CPR G5 4-6-2s 1243 and 1286. The feature locomotive doing most of the main line running is to be Reading 4-8-4 2100. The rolling stock and ferry move specifics were still being worked out as of press time, but the movie company hopes to have all equipment in the Joliet area by September 5 for painting and cosmetic work.

Paramount investigated several other steam locomotives for this project including Reading & Northern 4-8-4 2102, C&O 4-8-4 614, Frisco 4-8-2 1522, Pere Marquette 2-8-4 1225, and Altoona's PRR K4 4-6-2 1361.

The location for filming will be at the restored passenger station at Joliet, Ill., and sites on the EJ&E including the Joliet roundhouse and a segment of double track main line. One of the downtown passenger stations may also be used.

The movie is set in the 1930s (yes, we realize that only NKP 587 existed during the 1930s, and with a different tender), and reportedly one of the G5s will be "made up" to represent Pennsylvania Railroad streamlined K4s 3768. The freight equipment will be all outside-braced boxcars, wooden reefers (some possibly painted "billboard" style to please sponsors) and two milk cars. Can't wait to see this one.

DISASTER AT DUNSMUIR The Southern Pacific made unfortunate headlines on July 14 (and the lead news story on CNN that day) with the derailment of a 97-car freight at the often-photographed Cantara Loop just north of Dunsmuir, California, where its main line negotiates a tight hairpin curve in a narrow canyon shared by the Sacramento River. One locomotive and seven cars fell toward the inside of the curve (just the way model trains do when there are too many cars), and the one car that landed in the river happened to be a tanker carrying 19,500 gallons of metam sodium, a highly toxic liquid herbicide. As the chemical flowed downriver and into the drought-diminished Shasta Lake reservoir, killing thousands of fish in its wake, public attention focused on SP's operating practices.

The Los Angeles *Times* and other California newspapers were quick to reveal that under current Rio Grande management, SP required helpers out of Dunsmuir for trains weighing 4500 tons or more (as opposed to 3900 tons or more as was the case before SP

merged with Rio Grande) and that the derailed train weighed 4290 tons and had only two four-axle units for power, with no helper. SP has said it believes the use of a helper might have prevented the heavy wheel slippage and binding on the curve that apparently snapped the lead cars off the track. It has since reinstated the lower 3900-ton requirement for helper use on the hill as a precaution.

Two days after the accident, SP President Mike Mohan announced that the railroad would cooperate with state and local officials and fund the prompt restocking of fish in the Sacramento River. Regarding the train itself, Mohan said it "was operating at a safe speed and under appropriate guidelines for such conditions; secondly, the tank car which spilled the chemical was handled by SP in accordance with all applicable U.S. Department of Transportation regulations." He also added, "Southern Pacific is absolutely committed to conducting the cleanup as quickly as possible." SP established a command post in Dunsmuir for coordination of its part of the cleanup effort.

C&O 4-8-4 614 Ross Rowland's Steam Locomotive Corporation of America has settled its differences with CSX Transportation concerning C&O 4-8-4 614, namely some remaining American Coal Enterprises debt from the January 1985 614T experiments in New River Gorge. The 614 will be moved by Rowland in early August from the storage shed at CSX's Cumberland, Md., diesel shop to the B&O Museum in Baltimore, where it will be stored for him on public display — and readily available should an opportunity for future operation arise.

NKP 2-8-2 587 "Indy's other 500" made its first runs since the August 1989 NRHS Convention in Asheville, N.C., with a pair of Frankfort-to-Muncie, Indiana, round trips over home rails on June 29-30 sponsored by the Indiana Transportation Museum. Dubbed the "Mid-Cities Special," the 587 hauled the Museum's eight-car ex-Santa Fe stainless steel passenger train plus a tool car, HEP car and diner over the 61-mile former-Nickel Plate route. The 587 was to have run in conjunction with Peru, Indiana's, annual "Circus Days" celebration on July 20, but the sponsor opted not to run train. The 587 is owned by the City of Indianapolis Department of Parks & Recreation and leased by the Indiana Transportation Museum, and its only other firm commitment for 1991 is taking part in the movie "Night Ride Down" being filmed in and around Chicago between September and November. In addition to the locomotive, the Museum will supply two Wabash and one Nickel Plate outside braced boxcars for the movie.

GREAT WESTERN RAILWAY No.75 Montana was the unexpected stage for some movie train filming during late June and early July 1991. The star was Great Western Railway 2-8-0 No.75, which was built by Baldwin in 1930 for the Colorado sugarbeet hauler and is now owned by Everett Rohrer of Englewood, Colorado. Accompanying the 2-8-0 during filming was a train consisting mostly of Rarus Railway outfit cars specially painted and lettered at the Livingston Rebuild Center. The 2-8-0 actually made *two* performances, the first being for a Ron Howard film being shot under the working title of "Irish Story," which reportedly features actor Tom Cruise. Santa Fe lettering was applied to No.75 during the filming on Burlington Northern's line between Great Falls and Billings.

A second round of movie work was done during early July for the Robert Redford film "A River Runs Through It." Appropriately, the engine was lettered for Northern Pacific during this assignment, as the filming was done on Montana Rail Link's ex-NP trackage at the abandoned Bozeman depot and on the main line over Bozeman Pass. For the Bozeman Pass runs, No.75 headed west out of Livingston with MRL diesels coupled out of camera range at mid-train (page 82), but once on the hill, the 2-8-0 made several of the movie runbys without the diesels' help.

AEE PLANS TO SERVE MIAMI At the end of June 1991, *American-European Express* Vice President of Marketing Barbara Schmidt announced that the luxury train will begin running between New York and Miami on November 22. After the winter season, AEE will return to its current *"Greenbrier Limited"* route commencing April 2, 1992. On its new run, the train will depart New York Tuesdays and Fridays at 10:30 a.m., stopping in Philadelphia, Wilmington, Baltimore, Washington, Orlando, West Palm Beach and Fort Lauderdale before arriving Miami at 11:30 a.m. the following day. Departing from Miami on Wednesdays at 7:00 p.m., the return trip will arrive New York at 7:15 p.m. the next evening. Sunday departures from Miami at 1:30 p.m. will arrive New York at 2:15 p.m. Monday. There will be a stopover package available at a "significant resort," according to Schmidt.

AEE suffered a minor setback on June 21 when its eastbound *"Greenbrier Limited"* struck a tractor trailer which had stalled at a grade crossing near Monon Junction, Indiana. The train's CSX diesel power received minor damage despite the total destruction of the trailer. Eight of the eleven cars derailed but remained upright. There were no major injuries. Five of AEE's own cars, the *San Moritz, Vienna, Monte Carlo, Istanbul* and *Zurich*, were sent to Northern Railcar's shops in Milwaukee for repairs. According to Schmidt, although the collision caused the train to buckle in the middle, some of the damage occurred after the derailment while a crane lifted the cars back onto the track.

After the collision, AEE began utilizing the *"Pacific Overland Express"* equipment which is owned by John Kirkwood of Oakland, California. The trio of cars, *Yerba Buena, Montecito* and *Bella Vista*, was recently redecorated with Honduran mahogany, outfitted with AEE china, silver and glassware and given exterior paint that harmonizes with the AEE livery in anticipation of a joint marketing venture. The cars had already carried charter groups in the AEE consist. On July 2, the *Bella Vista* was added for regular revenue service to fill in for the damaged cars; on July 5, the *Montecito* joined the train on its *"Greenbrier Express"* route. AEE reports strong passenger loads during the summer season — SYLVIA ANN BLISHAK.

SP&S 4-8-4 700 While it was unable to attend Railfair '91 in Sacramento in May, restored Spokane, Portland & Seattle 4-8-4 700 managed a small trip within its hometown of Portland, Oregon, during June. The eight-mile round trip from SP's Brooklyn Roundhouse (where the 700 is stored alongside SP 4-8-4 4449) to Portland Union Station helped draw public attention to the ongoing restoration of the historic and still very busy station, which sees daily service from Amtrak's *Coast Starlight, Pioneer, Empire Builder* and *Mount Rainier*. Early on Friday, June 14, the 700 led a six-car train to Union Station, where the equipment remained on display for the remainder of the weekend. Joining the steam train were a UP SD60M and BN's "Pacific Pride" GP38-2 2075. Late on Sunday the 16th, the 700 returned to the Brooklyn Roundhouse (page 82), bringing to an end the engine's first, and so far only, outing since its run to the Yakima Railfest in October 1990.

SOUTHERN POWER The popular green and gold Southern Railway 2-8-2 4501 is back under steam to help commemorate the 25th Anniversary of the Southern Steam program which began in 1966 using this very locomotive. Owned by Paul Merriman and kept at the Tennessee Valley Railroad Museum in Chattanooga, 4501 ferried to Asheville on June 24, 1991, (page 82) with eight freight cars and an auxiliary tender for a June 26 Asheville to Bulls Gap via Newport, Tenn., private charter. On June 29 and 30, the 4501 pulled a public excursion from Asheville to Newport and return. The 4501 has no further scheduled trips until the November 2 and 3 Norfolk Southern 25th Anniversary specials out of Chattanooga (see TIMETABLE).

In other TVRM news, former-Air Force Baldwin VO1000 7467 has been repainted to represent Nashville, Chattanooga & St. Louis No.36. Certainly one of the more striking VOs in captivity (page 84), this repaint is TVRM's solution to the Air Force's requirement that donated equipment not be restored to a military livery. This 1943 VO1000 came to the Museum in 1983 from the Tennessee Valley Authority and now makes a fine companion to TVRM's restored NC&StL wooden caboose. The 36 is numbered one higher than the NC&StL's five VOs, 31-35, and it wears a proper "to and from Dixieland" under the cab window.

CANFOR 2-8-2 113 The woods of northern Vancouver Island smelled of steam and smoke this summer as the Canadian Forest Products logging line hosted its usual summertime excursions with 2-8-2 113. The 1920 Baldwin powers private trips for school groups in June and then general public trips during July and August, making a 20-mile round trip out of Woss Camp, B.C. The 2-8-2 started out

KYLE BREHM

GREAT WESTERN RAILWAY No.75 was marching west from Livingston, Montana, on July 5 on Montana Rail Link's ex-Northern Pacific main wearing NP lettering and pulling a matched string of NP-lettered cars (with help from an MRL diesel set at mid-train). The 2-8-0 came up from Colorado to perform for movie cameras which were filming in Big Sky Country for two separate major motion pictures reportedly being directed by Robert Redford and Ron Howard.

CANFOR 2-8-2 113 had two cars of school kids in tow as it left Siding 4 (right) on its way back toward Woss Camp, British Columbia, on June 14 on the logging railroad run by Canadian Forest Products on the north end of Vancouver Island. The 1920 Baldwin has been fired up once or twice a year since the mid-1970s for Woss Loggers Sportsday, but Canfor has recently expanded the operating schedule and now runs regular summer excursions.

JOHN C. ILLMAN

in 1920 as Oregon-American Railroad 102 and during the 1940s worked as Portland, Astoria & Pacific 102. It then did stints as Alberni Pacific No.6 and MacMillan Bloedel Nos.55 and 1055 before coming to Canfor in the early 1960s as No.55 and later being renumbered 113.

SP 4-6-2 2472 After completing a 16-year engine restoration project, running a steamy doubleheader with SP 4-8-4 4449 and making the cover of R&R, what can the folks at Project 2472 possibly do for an encore? First, they've changed the organization's name to "Golden Gate Railroad Museum." Meanwhile, SP 4-6-2 2472 is alive and well at the Hunter's Point Naval Shipyard near San Francisco, presiding over her future fleet of Harriman and Pullman rolling stock. According to Don Micheletti, who took the engineer's seat from Menlo Park northbound as 2472 headed home from Railfair '91 over her former stamping ground of the Peninsula Commute Line, "Our 24 cars run anywhere from hopeless-looking to operating condition. We are anxious to get started on the restoration of these cars, however, our trip to Railfair left us in a financially difficult position."

The solution? GGRRM sponsored the "Garlic Train" on July 27 and 28, an annual summer event which runs from San Francisco to the Gilroy Garlic Festival using modern CalTrain commuter equipment. Tickets on the special runs were sold at $37.00 round trip ($32.00 from San Jose).

The resulting revenue should enable GGRRM to finance its next project, a passenger steam excursion from San Francisco to San Jose and back on September 14, to which SP officials have agreed. Preliminary plans, according to Nancy Mangini (wife of GGRRM President Michael Mangini), include an all-day round trip affair with stops at various historic stations, photo runbys, lunch at College Park in San Jose and entertainment onboard. The 2472 may haul contemporary bi-level CalTrain coaches for the run while accumulating more funds toward restoration of the vintage equipment. Round trip tickets are expected to cost in the neighborhood of $150.00.

The group's eventual goal is headlined on their flyer asking for tax-deductible donations. "Help us recreate this train!" it pleads above a vintage photo of 2472 in her heyday as a full-time working girl under steam, pulling a train of five Harrimans out of San Francisco with the Bay Bridge in the background. The Golden Gate Railroad Museum can be reached at P.O. Box 3315, Redwood City, CA 94064 or by phoning (appropriately enough) 415/363-2472 — SYLVIA ANN BLISHAK.

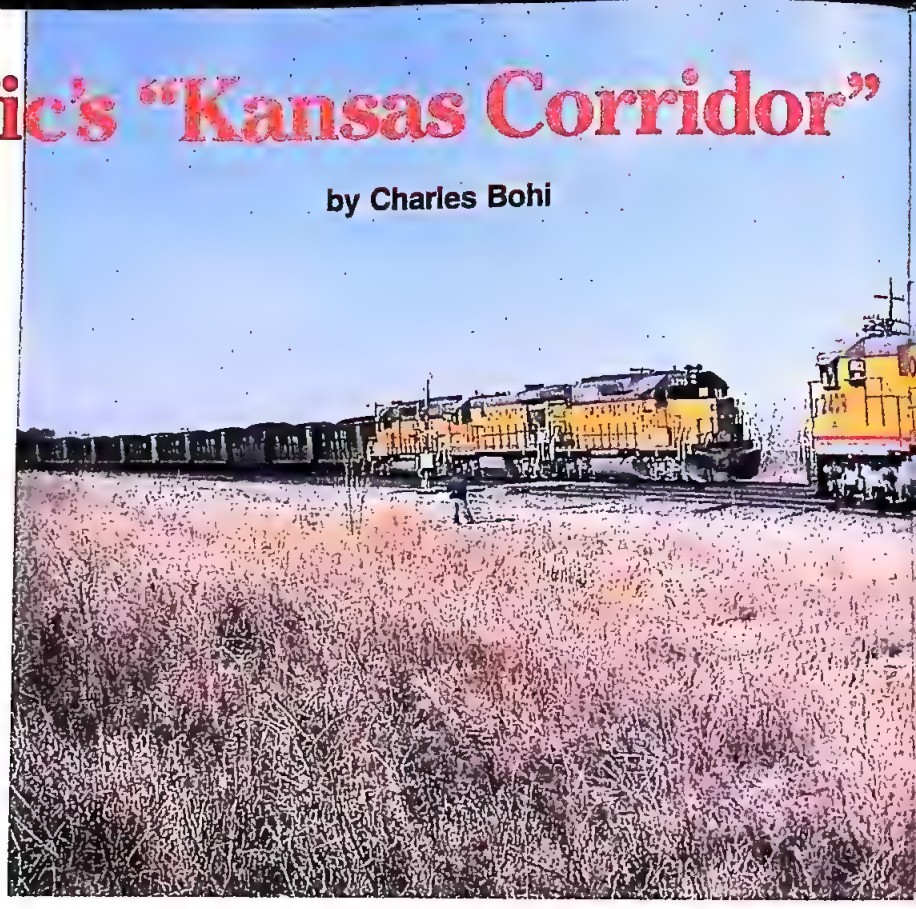
Union Pacific's "Kansas Corridor"

by Charles Bohi

If you look at a 1960 map of the Union Pacific, the Marysville Subdivision looks like an afterthought. It's sort of a long distance crossover between the Overland Route main line from Cheyenne to Chicago and the old Kansas Pacific from Denver to Kansas City — a neat way to get from North Platte to K.C., but not much more.

On January 7, 1991, however, the UP put out a press release announcing that it was investing $70 million over five years to upgrade the Marysville Sub with double track, extended passing sidings and state-of-the-art CTC. Even in its present single-track-with-passing-sidings form, the Marysville can see from 40 to 60 trains a day. What happened to that afterthought?

Two words: "merger" and "coal." When the Union Pacific merged with the Missouri Pacific back in December 1982, the Marysville Subdivision became the shortest link between the UP's main lines north and west and the MoPac's network to the south. Throw in the rapidly-developing Powder River Basin coal business with the Chicago & North Western out of Wyoming and the Texas Gulf Coast markets on the MoPac, and the Marysville suddenly became the critical link in what the UP it-



THE KANSAS ACTION was impressive on February 25, 1991, as a manifest and coal train met at West Bremen Siding (above) at Hanover with a mix of EMD SD40-2s and GE C30-7s. A pair of new SD60Ms had a train of GRDX coal loads (below) rolling through Onaga on September 2, 1989. More big coal cars and veteran ex-MoPac SD40-2s were hitting a curve at Linwood (opposite bottom) on April 11, 1987.

THREE KODACHROMES: DAN MUNSON

self describes as its "Primary Coal Corridor."

Stretching for 287.8 miles across the prairies of southeast Nebraska and northeast Kansas, the Marysville Sub departs the Overland Route main line at Gibbon, Neb., (between North Platte and Grand Island) and angles southeastward to Kansas City, tagging the Kansas state capital of Topeka along the way. For railfans seeking heavy duty main line action, the Marysville Sub has been described as the "best kept secret on the Union Pacific."

Route of the Pony Express

As the West was opening up in the years before the Civil War, the Missouri River provided a natural route inland from the waterways of the Ohio and Mississippi Rivers. Kansas City, St. Joseph and Omaha all became busy gateways for wagon trails and railroads venturing toward the Pacific. In 1860 the fabled but short-lived Pony Express kicked off out of St. Joe, and the Union Pacific anchored its end of the transcontinental railroad in Omaha in 1862. The rival Kansas Pacific struck out westward from Kansas City a short while later.

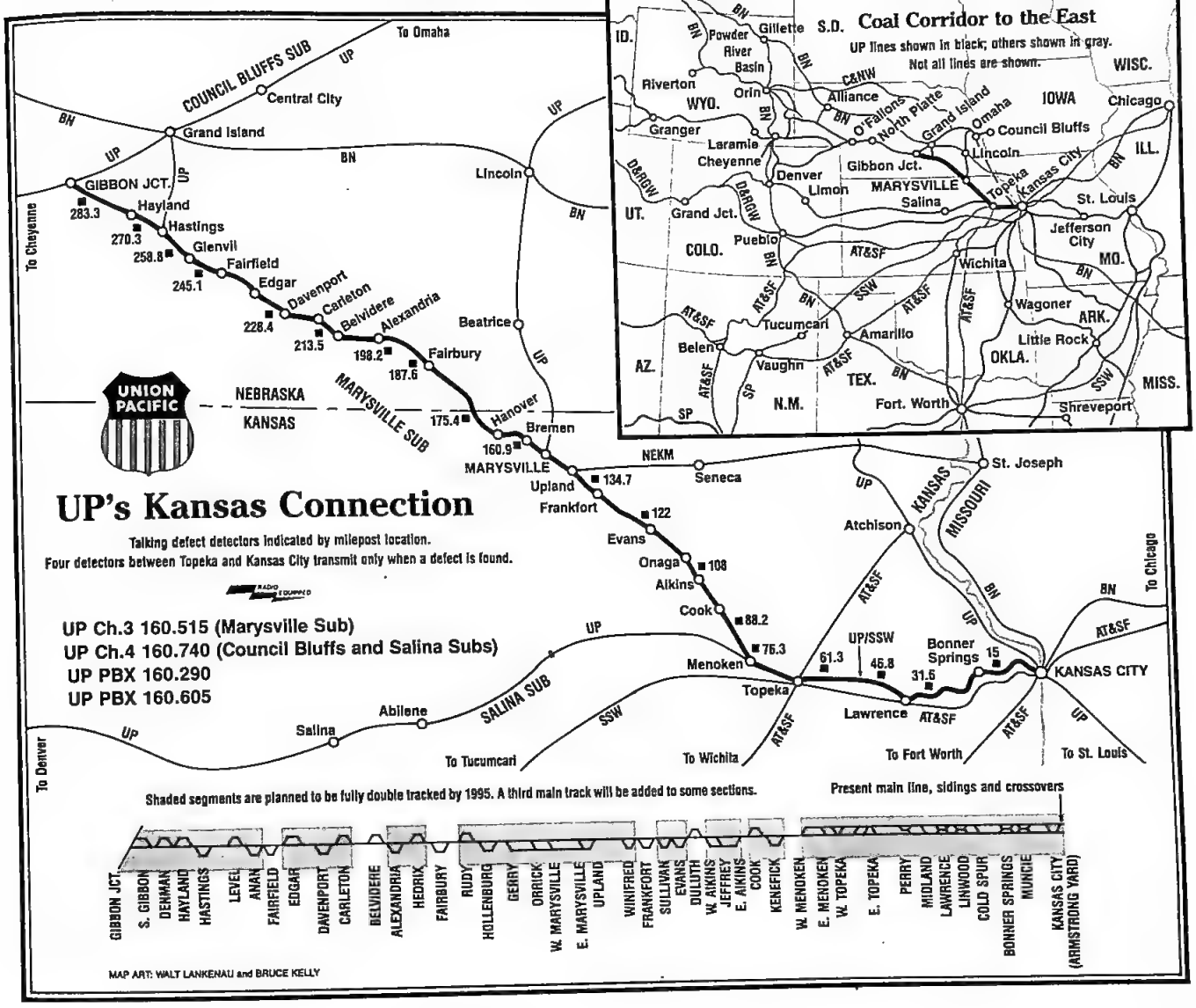
The first 73 miles west out of Kansas City through Topeka to Menoken of what is now the Marysville Subdivision were built by the Kansas Pacific in the late 1860s as part of its main line across

NEW TRACK with concrete ties was being installed for the second main (below) at Milepost 140 near Winifred, Kan., on May 30, 1991, and the new Rudy Siding (above), where MENPZ with SD50 5043 was in the hole for two more SD50s eastbound on June 6.

central Kansas to Denver (this railway came under UP control in 1879). In the 1870s, the St. Joseph & Western built a 251-mile line from St. Joe to Grand Island, which came under UP control and was renamed the St. Joseph & Grand Island in 1885. By 1914 the UP had added a 69-mile connection from Menoken northwestward to Upland on the StJ&GI and a 26-mile line from Hastings on the StJ&GI northwestward to Gibbon on the UP main line to create a much shorter route between Kansas City and western points on the UP. This Kansas City to Gibbon line is today's Marysville Subdivision.

East of Topeka

The Marysville Sub from Kansas City out to Topeka and Menoken has long been a busy and interesting double track railroad. In addition to the UP's own traffic, back in the steam days the Rock Island had trackage rights from Kansas City to Milepost 68.2 in Topeka. This was the route of such passenger trains as the *Golden State* and *Twin Star Rocket* as well as the UP's *City of St. Louis*. Not only did varnish and the Rock's freights keep dispatchers busy, but UP traffic headed for Denver on the



THREE PHOTOS: CHARLES BOHI

old Kansas Pacific used the line as far as Menoken as well as the trains for the Gibbon line.

About midway between Kansas City and Topeka is Lawrence, Kansas, which in the 1950s was home for railfan photographers Don Ball and Bob Olmsted, who did not know each other at the time but later made the town famous with their published photos of UP's awesome 4-12-2s and "little" 800 4-8-4s and the Rock Island's brutish 5000-class 4-8-4s as well as later images of GE U50s curving through those same towering grain elevators.

Today, the Cotton Belt uses those Rock Island trackage rights, and traffic off the SP at Tucumcari and the Rio Grande out of Pueblo add to the already heavy UP traffic on the line, yielding as many as 80 trains a day east of Topeka (see August 1990 R&R). Fortunately, double track and CTC help keep this part of the Marysville Subdivision fluid. While some UP trains (mostly local freights) still head directly west

PAST THE SUMMIT at Bremen, Kan., SD40-2 3569 and BN C30-7 5509 led an eastbound downhill toward Marysville shortly after noon on April 20, 1990, crossing the trestle at Mile 156.23. For another view of this bridge, see page 58.

MARYSVILLE, KANSAS, is a crew-change point. At 11:55 a.m., on June 6, 1991, a coal train behind C30-7 2464 was being held west of town as an eastbound with two SD50s ran around him. The 3569 (below) was passing the Marysville depot on April 20, 1990.

from Menoken toward Denver, most run to and from Gibbon.

Northwest from Menoken

Always different from the line east of Topeka, the Marysville Sub between there and Gibbon serves a sparsely populated area. Though sleepers were carried by passenger runs between St. Joseph and Grand Island until the 1930s, but by 1939 only motor trains called at the simple frame depots found at most on-line communities. Even so, enough freight moved over the line so that it had Automatic Block Signals (ABS) by the 1930s and Centralized Traffic Control (CTC) by the early 1950s.

Becoming more important over the years, the Marysville line gradually eclipsed the old Kansas Pacific main so that by the 1950s some trains between K.C. and Denver were running via Gibbon rather than the more direct Kansas Division route through Salina. Today, west of Topeka the former main to Denver is reportedly up for sale while the Marysville Subdivision has a state-of-the-art dispatching system and high speed track that allows hotshots 70 m.p.h. and coal trains 50. At these speeds trains can make the 398.4-mile run from Kansas City to North Platte with only a crew change at Marysville.

Though the Marysville Subdivision has significant local business east of Topeka, west of the Kansas capital regular way freight service is run only between Marysville and Hastings, Neb., (a former crew change point) on a tri-weekly basis. Through trains are so numerous, however, that local crews say it is hard to get track time between them to switch on-line elevators.

Always the home of big power, in steam days the Marysville would see freights with UP 4-12-2s and 4-8-4s, though articulateds were very rare. In the "Unlimited Power" era of the mid-1960s, the line was frequented by the monster U50Bs, DD35s and U50Cs. While the double-diesels are now gone, today's trains feature a mix of power ranging from ancient (by UP standards) SD40s to super cab SD60Ms and Dash 8-40CWs fresh from the factory. Add in run-through power, and there is enough variety for anyone looking for big and colorful diesels.

Railfanning the Marysville Sub

If the lack of good paralleling roads and high track speeds make it virtually impossible to chase the Marysville Subdivision, the high train density makes it unnecessary, and the numerous good photo locations make visiting the line worthwhile. Following the Kansas River for the first 73 miles from Kansas City to Menoken, just beyond Topeka,

FOUR PHOTOS: CHARLES BOHI

the Marysville Sub has modest grades as it climbs from 778 to 901 feet in elevation. Along this double track speedway the photographic highlight is "Don Ball" curve at Lawrence (MP 39.6). A frequent setting for the camera artistry of Don Ball and Robert Olmsted, this sweeping 93 degree curve is, in my view, one of the best "sit and wait" photo locations in the country.

West of Menoken the Marysville Sub has an up-and-down profile that runs for 76 miles across northeastern Kansas to the division point at Marysville. While no heavy grades are encountered, trains still have to work to overcome some .6% and .7% running in each direction at Aikins (MP 102). The climb to the 1351-foot summit of this part of the line at Evans (MP 118.3), and a short hill near Upland also involve some .6% grades. An overpass at Mile 109 near Onaga on Kansas 16 is an especially good photo spot.

For a community of about 4000 people located in a rural area, Marysville

"DON BALL CURVE" in Lawrence, Kansas, which sees up to 60 trains a day, is a great place to just sit and watch the action. At 6:37 on the evening of April 21, 1990, SP GP40-2 7624 headed west, followed 21 minutes later (top) by UP C30-7 2419.

must be one of the busiest terminals in the U.S. While dispatchers are no longer located there, and though operation of the ex-StJ&GI line east to St. Joseph has passed to regional Northeast Kansas & Missouri (NEKM), an active UP line north to Lincoln, Neb., adds to the main line activity.

With Marysville located in the valley of the Big Blue River with an elevation of 1154 feet, the 15 miles of railroad westward over the hump to Hanover (MP 164.5), in the valley of the Little Blue River, are the toughest on the Subdivision. Facing grades of up to .8% in both directions, in the days of steam westbounds often had helpers from Marysville to the 1375-foot summit at Bremen (MP 158.6), while eastbound trains got help from Hanover to Bremen. A long deep cut at Mile 162 near Hanover is a good spot to catch eastbound trains headed upgrade to Bremen.

West from Hanover, though generally climbing, the Marysville Sub has a gentle profile with nothing worse than some very short stretches of .6% westbound. Between Mile 277 and 276 eastbounds have to overcome a mile of .6% as they climb out of the Platte River Valley toward Hayland, Neb., (MP 273.9). Ironically, the highest point on the line is the 2060-foot elevation at Gibbon Junction (MP 287.9) where the Marysville Sub joins the double track main. Between Hanover and Gibbon the overhead bridge that carries U.S.81 over the line at Mile 210.9 near Belvidere, Neb., and the crossing of the Platte River at Mile 282 are both worthwhile photo spots.

Thanks

Special thanks to Manhattan, Kansas, railfan James Mitchell and UP Public Relations Representative George Cockle for help in preparing this article.

Further inforamtion on the Marysville Subdivision can be found in Lloyd E. Stagner's excellent book, *Kansas Division Steam Finale: 1950-1956*, available from South Platte Press, Box 163, David City, NE 98632 — CHARLES BOHI.

Lots and lots of trains

More than the topography, it is perhaps the density of traffic on the Marysville Sub that creates the most photo opportunities. Simply put, the next train is usually not far away on this line. In a two-hour stay at Hanover, for example, there was a train about every 20 minutes. At Lawrence, with SSW trains added, nine went by in two-and-a-half hours. This kind of traffic makes meets and overtakes common. While not an absolute necessity, employee communications and talking hotbox detectors make a scanner helpful (see chart). Even without a scanner, however, good photos of the action are not hard to find.

Symbol freights and coal trains

Although they look like gibberish at first glance, the UP's train symbols on the Marysville line tell their own story pretty well. With "NP" standing for North Platte's sprawling Bailey Yard, symbols like NPNL/NLNP, NPFW/FWNP and NPKC/KCNP identify manifests for North Little Rock, Fort Worth and Kansas City. Throw in a "Z" for intermodal, and you get NPMEZ/MEZNP to and from Memphis and the NPHOZ to Houston. Using the Alton & Southern ("AS") to connect through St. Louis to CSX, you get the NPASCX/ASNPCX. And there's the Norfolk Southern run-through with the old Wabash at Kansas City, NPKCNS/KCNPNS. Although the UP acknowl-

FIVE PHOTOS: CHARLES BOHI

THE CUT AT HANOVER, Kansas, had a second track installed between April 20, 1990, when SD40-2 3475 (left) led an eastbound uphill and C30-7 2477 (below) duplicated the shot on May 30, 1991. Thirteen minutes later, SD40-2 3362 (above) proved that new track was in service as it brought a BN pool coal train westward.

GIBBON JUNCTION can be a very busy place. Union Pacific SD40-2 3472, with a westbound freight bound for North Platte, held on Track 2 of the Marysville Sub while a main line piggybacker howled past behind C&NW GP50 5058 on April 18, 1990. An hour earlier (3:15 p.m.) an eastbound coal train for Kansas City had angled onto the Marysville Sub (below) behind a pair of SD60Ms.

edges the irony of its intermodal from St. Louis to Oakland (via the Marysville and former Western Pacific) being called the "Slows," symbol SLOAZ is one of the hottest trains on the railroad. And the double stack trains have symbols all their own, like the APDL5Z from St. Louis to Los Angeles.

Besides the manifests, unit coal trains from the Chicago & North Western's Powder River Basin line run in such numbers that one local railfan has called the Marysville "a conveyor belt of coal trains." In short, this line allows the C&NW and UP to compete with Wyoming coal in states like Missouri, Arkansas, Louisiana, Oklahoma and Texas. Add some grain trains and short runs like KCMV/MVKC and NPMV/MVNP (Marysville to and from Kansas City and North Platte) to the mix and you begin to see how it can come to 40 or more trains a day.

Be careful out there

On the Marysville Subdivision all the usual concerns about safety are even

ON DECEMBER 4, 1990, Dash 8-40C 9123 was teamed up with Dash 8-40CWs 9418 and 9361 on an eastbound freight that photographer Steve Brown caught on the trestle east of Bremen and an hour later changing crews (below) at the Marysville depot.

more important. At Hanover, for example, the deep cut has dangers all its own and is on what appears to be a private road. It is neither fenced nor posted, and safe, courteous railfanning will no doubt help keep it that way. Furthermore, though the old rule of "expect a train in any direction at any time" strongly applies to the whole subdivision, it is especially true at places like Gibbon Junction and east of Topeka where multiple tracks make it easy to miss a train coming from an unexpected direction. Union Pacific employees are generally willing to cooperate with responsible railfans, but the heavy duty nature of the Marysville Subdivision makes them justifiably concerned about safety.

Today handling nearly 10% of the UP's traffic, in the years ahead the Marysville Subdivision is likely to become even more important. Indeed, this year the UP is investing nearly $29 million to add to the capacity of this strategic line. With its mix of coal and intermodal trains, the Marysville line will not remain the "Union Pacific's best kept secret" for long.

TWO KODACHROMES: STEVE BROWN

The New York Central's "Manhattan Life Line"
is today in part a critical Amtrak corridor and in part
an unresolved dilemma above the city streets

Amtrak's use of the former New York Central's West Side Freight Line for its "Empire Connection" passenger service to mid-Manhattan is not the unusual idea that it seems to be but rather a return to the original purpose of the rail line as built in the 19th century. Not until 1871, with the opening of the first Grand Central Depot, did passenger trains cease using the direct rail line south to lower Manhattan.

While a railroad connecting the state capitol in Albany via the banks of the North (Hudson) River had been suggested as far back as 1832, it was not until May 12, 1846, that a charter was formally granted by the state legislature to the Hudson River Railroad. A year later the City of New York (only Manhattan island in those days) authorized the laying of rails from Spuyten Duyvil, at the northern tip of the island where Spuyten Duyvil Creek met the Hudson, south to Canal Street in lower Manhattan using Tenth, Eleventh and Twelfth Avenues as necessary. Steam locomotives, however, could not be used south of 30th Street, so all trains were to be horse drawn below that point.

During those years the population of New York City was about 240,000, with the business area below Eighth Street. Northwards toward 30th Street the residential area was filled with family brownstones and frame houses. Still further north, the countryside was decidedly rural. At Spuyten Duyvil passengers and freight made use of a small ferry to cross the creek.

Construction of the Hudson River Railroad proceeded rapidly, with the rails going down alongside the river on a virtually gradeless right-of-way. However, with numerous creeks, inlets and marshes along the way, it was an expensive line to complete. During its construction the city authorized the line to continue below Canal Street to Cham-

LOOKING NORTH from the St. John's Park Freight House you can see the double track above Washington Street to the peak-roofed Bell Labs building at Bank Street. Motor 554 is on a July 30, 1950 ERA fantrip.

HAL CARSTENS

NEW YORK CENTRAL SYSTEM

The West Side Freight Line

by Bob Hart

bers Street. Here a terminal would be built. The railroad was opened to traffic on December 31, 1849, from Chambers Street 55 miles north to Poughkeepsie. Construction continued northward and service was extended to East Albany on October 8, 1851. The only break in the all-rail route was at Spuyten Duyvil, but a bridge to replace the ferry there was opened in 1853. When complete, the total length of the railroad from East Albany to New York was 144 miles over a superb, mostly double track right-of-way.

The first depot in the city for passengers and freight was built in 1850-51 in the area bounded by 30th and 32nd Streets and Tenth and Eleventh Avenues. Shop buildings and servicing facilities were also erected here. North of 30th Street the main line came down Eleventh Avenue. Below this point horses took over for the steam locomotives, and the line continued south to stops at 23rd, 14th, Christopher and West Streets to the terminus at Chambers Street, also constructed about 1851.

The new rail line was of great importance in the development and northward migration of residential and commercial properties on New York's West Side. Meanwhile, the New York & Harlem Railroad opened up the east side of the city centering on Fourth Avenue.

From 1830 to 1850 the population of New York City had doubled to about 515,000 people, most living south of 42nd Street. Much of the urban growth had been toward New Jersey, which was easy to reach by ferry. But now with good transportation northwards, the population overflow moved up into the rural parts of Manhattan Island.

THREE PHOTOS BOB HART

Vanderbilt and Grand Central

Despite its success in getting its line constructed, the Hudson River Railroad failed to earn a profit until 1865, mostly because of stiff competition from river steamboats. In 1864, Cornelius Vanderbilt bought a controlling interest in the line and began to expand freight and passenger operations. One of the beautiful small parks in lower Manhattan, of similar recreational im-

portance as Central Park is today, was St. John's Park, just below Canal Street. It was encircled by some of the grand homes of the wealthy at that time. Vanderbilt bought the park from nearby Trinity Church, had his crews tear up the sod, rip up the shrubs, cut down 200 trees and build a huge three story stone-walled structure called St. John's Terminal! It had stub tracks for freight and passenger use running at right angles off Hudson Street. It replaced the Chambers Street terminal, a much smaller facility.

At the north end of the railroad Vanderbilt constructed a bridge across the Hudson gaining direct access to Albany. In 1867 he took control of the New York Central Railroad, which ran into Albany from the west, and a year later the two properties were merged to form the New York Central & Hudson River Railroad. In the same year horses were retired, and all trains were propelled by steam.

As the years passed, traffic on the West Side Line steadily increased. The double track line from Spuyten Duyvil south was the only rail line for passengers and freight from the west. The only other rails entering Manhattan were those of the New York & Harlem which shared its line with the New Haven. Long Island Rail Road passengers reached the city by ferry. All the other railroads ended on the New Jersey side of the Hudson and reached Manhattan by ferry and (later) by carfloat.

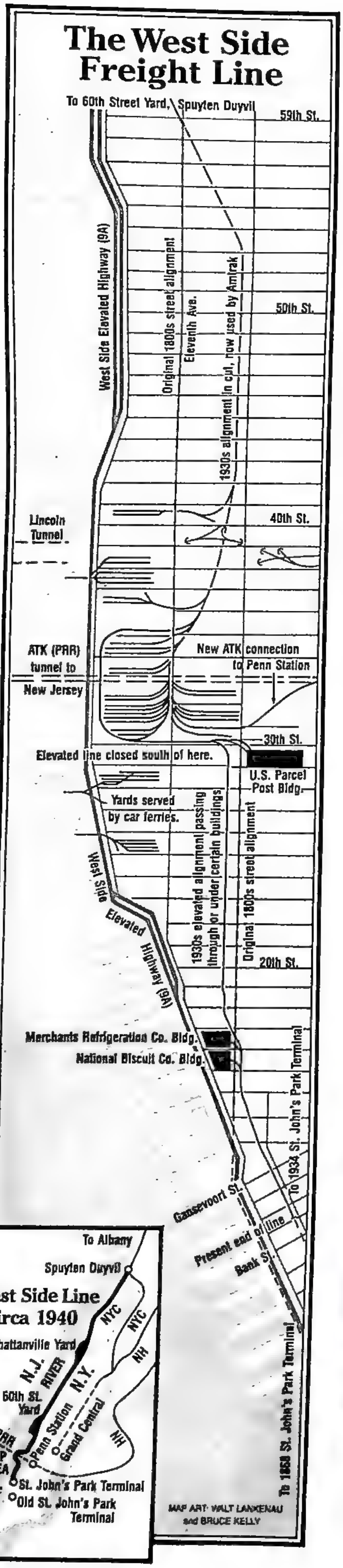
Vanderbilt gained control of the New York & Harlem in 1863, and after merging all properties in 1868 decided that all passenger service should terminate at a new Grand Central Depot. In 1869 the Spuyten Duyvil & Port Morris Railroad was incorporated which ran along the north bank of Spuyten Duyvil Creek and the east bank of the Harlem river to a junction with the New York & Harlem at 149th Street in what is now The Bronx. This connection, later called Mott Haven Junction, was used by both New York Central and New Haven trains. All passenger trains began running on the new line in November 1871 into the new Grand Central Terminal which had just been opened. Henceforth the old Hudson River Railroad became the route for freight trains and suburban service to Peekskill, and it became known as the West Side Line. (The suburban passenger service would last until 1917, after which the West Side Line became freight only.)

The city's freight life line

The re-routing of trains into the new Grand Central in 1871 was of some help to the burgeoning traffic on the West Side Line, but not much. The double track left the main line at Spuyten Duyvil Junction, crossed the (now) Harlem River and continued down along the Hudson River to a yard above 60th Street. The street-running that followed was the most difficult and constricted part of the line. The double track went down the center of Eleventh Avenue to 33rd Street. The rails, imbedded in cobblestones, traversed Tenth Avenue to West Street alongside the river. The tracks continued south on West Street past the many Hudson River piers to Canal Street, then went inland to Hudson Street and the block-long St. John's Park terminal. In addition to the large yards at 30th and 60th Streets, there were smaller facilities at 145th Street (Manhattanville), 41st and 17th Streets. Many of the piers and some of the buildings on the avenues had rail service.

Loco servicing and roundhouses were located at both large yards. Small 0-4-0 and 0-6-0 steam "dummy" locos were used at first to avoid frightening the many horses still in use at the time pulling the carts and freight wagons. Finally in 1923 five Shay geared locomotives, numbers 1896-1900, replaced

HIGH ABOVE 30TH STREET R-2 motor 329 was working the "Morgan Annex" Parcel Post building of the New York Post Office in March 1963. The building had six loading tracks inside, and the exhaust-free electric could work spotting cars inside the structure (left) at the second story level. The building and railroad bridges are still there today.



these rod engines for street running. The new locos were equipped with the "dummy" housing to protect the skittish horses from viewing the flaying cylinders and whirling gears of the iron horses. These double-trucked engines rode easily over the increasingly rough trackage much like their brothers in the deep woods. (At about the same time the Union Freight Railroad in Boston bought four covered Climaxes for the same type of service.)

The steady increase of business down these busy streets during and after the 1870s brought complaints of the noise, smoke and danger from the trains, the clamor gaining frequency and volume every year. To help clear a safe path through the teeming streets, riders on horseback with red flags were required to precede all trains. In addition, crossing watchmen were stationed at nearly all intersections on a 24 hour basis. By 1929 an average of 800 freight cars was received at the 60th Street yard daily from the north and 900 loaded and empty cars were shipped north. Forty percent of the incoming cars continued south onto Eleventh Avenue. Because of the traffic, all kinds of rules, regulations and restrictions were placed on these trains. Most trains ran at night, between 7:00 p.m. and 8:00 a.m., with a maximum length of 30 cars. Daytime trains (35 cars maximum) could not run during the rush hours or on Sunday mornings. South of 30th Street the railroad kept train lengths to 15 cars. An average of 30 trains a day each way traveled between Spuyten Duyvil and the 60th Street yard.

The hue and cry of public complaints about the railroad operations had continued unabated for decades. During 1905 the first concrete suggestions were made by the railroad to the city about the problem, but it was to be about 30 years before relief came. In its original charter the railroad had been given perpetual rights to rail operations on the West Side. Local business and shipping interests required the service, and since most of the incoming cars carried foodstuffs or animal feed, the local population also required it. It was a serious problem for all concerned, but for years the railroad, the city and the state made proposals all to no avail.

Electrification and diesels

A precedent was set in 1903 when a law governing the motive power of all passenger trains operating in the city was passed. All trains into Grand Central and (the future) Pennsylvania stations and all subway/elevated lines had to be electrified. Electrification was thought to be a solution for the West Side Line, but catenary was impractical and third rail in the streets was impossible. In 1924 the New York Transit Commission ordered the railroad to remove all grade crossings on the stretch of track from Spuyten Duyvil south to 60th Street. At this time the railroad also agreed to electrify these tracks using the same 650-volt d.c. third rail then in use on the lines from Croton and White Plains into Grand Central. The railroad also received permission to use

BOB HART COLLECTION

THE NYC "Q" MOTORS were seven heavy steeple cab switchers built by GE for third-rail territory in 1926. Here the compact 153 was working the 30th Street Yard.

HAROLD L. GOLDSMITH COLLECTION

TO AVOID SCARING HORSES while operating in the city streets, the five two-truck Shays acquired in 1923 were covered with shrouds. The 1897 was at 30th Street on April 25, 1927. In 1924 the NYC tested the GE/Ingersoll-Rand 300-h.p. diesel-electric demonstrator, shown (below) with the horseman who flagged the traffic.

RAILROAD MAGAZINE COLLECTION

oil-electric (diesel) locomotives on the street trackage south of 60th Street on a temporary basis until the plans could be made to electrify or remove the rails running in the streets to St. John's Park terminal.

In 1924 Ingersoll-Rand had completed testing of 300-h.p. diesel demonstrator 8835. In trying to drum up interest in the new type of locomotive, the company offered to loan out the little boxcab to any railroad that wanted to try it out in actual service. The New York Central responded favorably and was the first line to test it. Between June 9 and August 23, 1924, the little diesel worked in the West Side freight yards for a total of 580 actual working hours, part of the time in 24 hour service.

It was very successful. On August 14, it was tested on a 93-car freight train on level track track and actually got it moving! It also won a tug-of-war with one of the Shays. After this trial period, the diesel was tested on a number of other railroad and industrial plants. This successful demonstrator was the immediate prototype of Central of New Jersey 1000 and the rest of the early diesel switchers. The New York Central did not order any at this time, as it was felt that the engine was too light for the service required.

However, the railroad did set in motion orders for three experimental diesel locomotives. Numbers 1500 and 1550 were 2-D-2 road diesels and were not meant for the West Side Line. Engine 1525, built in February 1924, was the first tri-power locomotive. It had a 300-h.p. Ingersoll-Rand engine similar to the demonstrator, but it also contained storage batteries and was equipped with third rail shoes and small pantographs. The B-B locomotive normally used the third rail for power, along with overhead "rails" at double-slip switches where there were long gaps in the third rail. However, when away from electrified trackage, it could run on battery power for a maximum of two hours. The batteries were recharged whenever the loco was on third rail or diesel power. After extensive testing, the railroad ordered 41 more of the units with a revised carbody, most for use on the West Side Line. These locomotives were quite successful with many in service into the mid-1950s.

Tunnels, cuts and bridges

On July 5, 1929, the New York Central and the City of New York revealed the long awaited plans for the West Side Line improvements. The entire twelve-mile route would be electrified with third rail, and all street running was to be eliminated along with 93 grade crossings. The upper portion from Spuyten Duyvil south to 60th Street yard was to be on a right-of-way beside or near the river's edge. The portion from about 122nd Street to the yard was to be in an artificial tunnel with recreational areas above and alongside the concealed tracks (Riverside Park). The section of street running on Eleventh Avenue between the 60th and 30th Street yards was to be eliminated and the tracks recessed into a cut running between Eleventh and Tenth Avenues. The yard at 30th Street was to be lowered with the avenue running over the tracks. From that point an elevated double track line was to run south to a new freight terminal at Spring Street. The street trackage and the old St. John's Terminal further south were to be abandoned. At the same time the city would construct a new elevated highway parallel to the river, over the streets next to the piers and over the 60th Street rail yard. This highway viaduct enabled the railroad to keep its many tracks in the yard basically intact while providing for north-

TWO PHOTOS: HAL CARSTENS

THE ST. JOHN'S PARK Freight Terminal at the south end of the West Side Freight Line was the originating point for an ERA fantrip with DES-3 "tri-power" unit 554 on July 30, 1950. Riders got a view of the 30th Street Yard (below) from the ramp.

south vehicular traffic on a new road adjacent to the banks of the Hudson.

For the next eight years, until the final depressed section was opened in June of 1937, the railroad and the city were hard at work building a state-of-the-art railway and highway system for the west side of Manhattan. The railroad's share of the cost was about $30,000,000 at Depression prices (about a third of a billion dollars at today's prices).

The final alignment begins at a point just north of Spuyten Duyvil where the railroad was six tracks wide. The four track main line curved sharply to the east past Spuyten Duyvil station (which today can be reached only by a steep zig-zag road from the heights above), then narrowed to two tracks through the rock cut just beyond, eventually reaching Mott Haven Junction. The freight line continued south at Spuyten Duyvil, forming a wye with the passenger line. There was a tower at the junction. The freight line, now double track, crossed the Harlem River on a five span swing bridge (the builder's plate says 1900!) and entered Manhattan. (The Spuyten Duyvil Creek at this point was renamed the Harlem River in the late 1800s when the entire length of the river was made navigable.)

The West Side Line rails continued

south between the river and the Henry Hudson Parkway, which also crossed the Harlem River on a two-level high steel arch bridge into Inwood Hill Park. The new highway descended to track level, and both rails and road passed under the site where the George Washington suspension bridge would be built about 1932. At 160th Street the parkway passed over the tracks, which moved slightly inland. At 145th Street the small Manhattanville yard was sited next to the river's edge, with seven freight and team tracks. The line was elevated from there to just beyond the 125th Street valley at St. Clair Place. A double-ended siding served several industries and a freight station at their second floor level.

Virtually the entire distance from the Harlem River to 72nd Street was and is today a recreational parkland with paths, docks and boat basins at the water's edge. At 122nd Street the rails enter an artificial concrete tunnel which continues to 72nd Street. Inside the tunnel, built wide enough for five tracks, it is fairly bright as frequent wall and ceiling gratings let in light and air. Above and beside the tunnel are paths, tennis courts and other play areas.

The limited access Henry Hudson Parkway continued along the river's edge, but at 72nd Street the grass ended and the highway emerged onto the steel and cobblestone elevated West Side Highway. Probably the first of its kind in the nation and originally known as the Julius Miller Highway (Manhattan's boro president at the time it was opened), the West Side Highway continued south to Rector Street near the Battery. (Today the decaying structure ends south of 60th Street, and the highway continues at ground level.)

The West Side rails emerged from the tunnel at 72nd Street, where an extensive yard began running diagonally toward Tenth Avenue at 59th Street. This densely packed facility featured railroad yards and car float bridges, industrial sidings, team tracks, a freight house, a roundhouse, a large coal-burning electric generating plant and hand-operated double-slip switches. As many tracks were not electrified, eleven of the tri-powered DES-3 locos were assigned here. The eight-mile stretch from Spuyten Duyvil to 60th Street was electrified on schedule by July 1931.

To pull the electric freight trains the New York Central had been trying out some new types of locomotives. In 1925 seven "Q" class straight electric B-B steeple cab switchers were built, but these were meant for switching freight or passenger cars and light transfer runs. A pair of 2-(B-B) "R" class freight locomotives were constructed by Alco-GE in September 1926, but evidently they were not completely successful as

BOB HART

THE COMPACT 60TH STREET YARD was still a very busy place in March 1960, with a ladder of double-slip switches. Today the site is owned by Donald Trump and is the largest undeveloped tract of land in Manhattan. Amtrak's new "Empire Connection" uses the old main line, as evidenced by the northbound *Mohawk* Turbo on June 21, 1991.

JIM BOYD

the orders were not repeated. In 1929-30 Alco-GE had built 22 2-C+C-2 electrics for the Cleveland Union Terminal electrification; these were followed by 42 "R-2" class C+C freight electrics for the West Side Line. They had 2000 h.p. and were similar to the CUT engines but without the extended platforms. They became the main freight locomotive on the line and were used on mail trains and occasionally on passenger trains out of Grand Central. As they did not have train heating capabilities, heater cars were added in cold weather.

The roundhouse facilities at the 60th Street yard were eventually removed, but the rest of the yard tracks remained as before, except for the through tracks, which descended into a two-track tunnel running diagonally under Eleventh Avenue between 60th and 59th Streets. Then the depressed tracks ran south to the 30th Street yard in a cut below street level, usually three or four tracks wide. This part of the line was not opened until June 27, 1937, signaling the end of street running in Manhattan except for the piers and car float landings. At 41st Street a wye and stub siding ran east and under a pair of slaughter houses where numerous cattle cars

were switched. At 37th Street the tracks began to fan out into what was really a brand new freight yard. Tenth Avenue between 30th and 37th Streets was raised and put onto a viaduct over the rails, while the yard itself was lowered eight feet. This eliminated all former grade crossings in the yard. Fifty-eight yard, team and warehouse tracks were placed in the six blocks between Eleventh and Twelfth Avenues and 22 more tracks in the three blocks between Eleventh and Tenth Avenues. The yard had a total capacity of about 1350 cars.

The team tracks were accessible from Twelfth Avenue beside the river and at a lower elevation than the other avenues. The New York Central was an early advocate of air rights over its tracks. While 233 buildings were demolished for the new rail line, 77 of them five stories or more in height, and one eleven-story warehouse, were spared. The warehouse was supported by steel beams over the new tracks and left in place. With a new spur, platform and elevator, the Macy warehouse was ready for business.

NEW YORK CENTRAL SYSTEM

Freight above the streets

The elevated double track line running south from 30th Street to the new St. John's Park Freight Terminal was the most interesting part of the new West Side Line. Beginning below ground level at 35th Street, the rails ran up an incline of 1.6% around the north, east and south edge of the new yard until by the time the tracks passed over Tenth Avenue they were at a clearance height of 14 feet over the pavement. The rails turned south while an extension spur continued east one block to the new Post Office Parcel Post building which covered a full city block. The siding entered the corner of the building at 35th Street and Tenth Avenue and expanded to six electrified spurs inside. Thus the electric locos could run inside the building while switching the long strings of mail cars without causing a dangerous working situation with the fumes from a diesel engine. From 35th Street the double track viaduct ran on private right-of-way just west of Tenth Avenue, then at 17th Street the rails zig-zagged across Tenth and continued on the east side for several blocks. Then it ran alongside Washington Street south through Greenwich Village until reaching the new freight terminal.

While many frame houses, businesses and even a church were razed for the new line, some warehouse, refrigeration and meat processing companies modified their structures to take advantage of the new rail access. Freight platforms and (usually) double-ended sidings were put in for several industrial buildings which had their second or third floors modified with the new platforms. The National Biscuit Company had four buildings at one location, most of which were modified. A street level track into one warehouse on Tenth Avenue was reinstated on a higher floor after a crossing was made over the avenue from the main line. A second structure was rebuilt so that the two through tracks, one spur and one long

BOB HART

siding passed into or through the building. Several other meat packing and refrigeration firms were built over the tracks, and the Bell Telephone Laboratories building was modified for the two tracks passing through it even while the building was in use! All along the elevated tracks there were frequent facing and trailing crossovers so trains could run past other trains working the sidings. In later years freight or mail cars were temporarily stored on portions of the main line, the long strings of brightly colored reefers contrasting with the drab brick walls. The entire elevated structure, except for a few loading areas, was rock ballasted, and this helped to keep the noise level of the passing trains to a minimum.

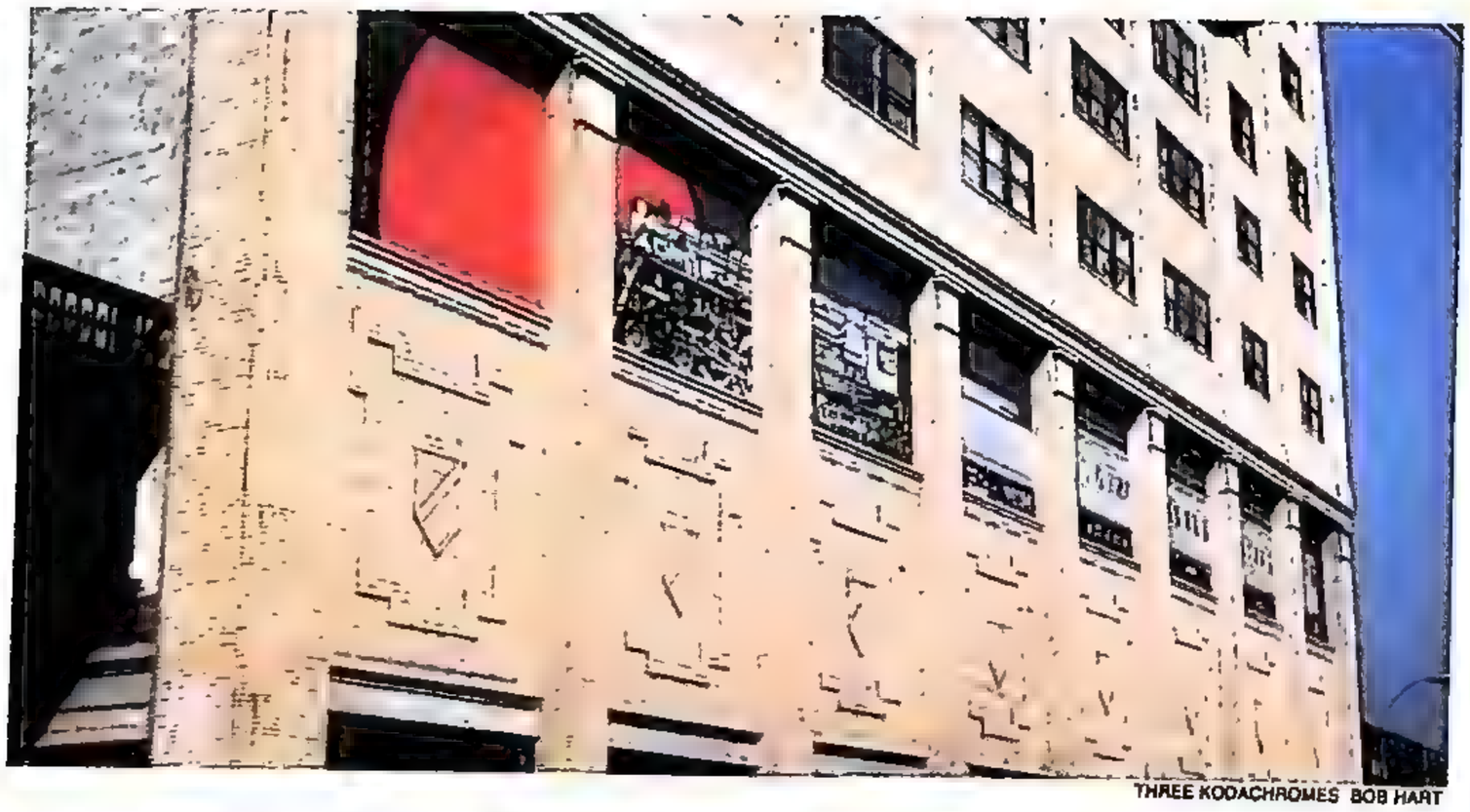
TWO KODACHROMES: JIM BOYD

THE 72ND STREET BRIDGE has changed little, but 60th Street Yard certainly has. The NYC Alco switchers were there in March 1960 and this Turbo in June 1991. With a roadway looking like an aircraft carrier overhead (top), the eastbound *Hendrick Hudson* Turboliner slid through the evening shadows near 152nd Street on June 21.

The southern end of the West Side Line was at the new St. John's Park Freight Terminal. The old terminal, one block square with eight tracks holding 80 cars at street level, was replaced by the new terminal, three blocks long with eight tracks holding 150 cars on the second floor level, 25 to 35 feet above the streets. One street was blocked off, but the other continued through the building. On the ground floor there was loading space for 127 trucks on all sides. At track level were three large platforms complete with scales and 14 freight elevators. Offices were on the third floor beneath a roof that could be used eventually as a fourth floor, if necessary. The original plans called for a building totaling twelve stories, but the additional space was never needed.

The electrified elevated freight line and terminal were opened on July 2, 1934. With the opening of the depressed trackage in June 1937, the New York Central had completed a magnificent new railroad right in the heart of New York City. With the new electrification eliminating smoke and noise, the many trains of perishables, freight and mail passed smoothly above or beneath

ANSCOCHROME BOB HART



THREE KODACHROMES BOB HART

A MAIL TRAIN behind Geep 5745 emerged from the tunnel into 60th Street Yard in March 1960. The mail cars had been gathered at the Morgan Annex by an R-2 electric. In October 1973, the 30th Street Yard (below) was still doing a respectable business. Today this former freight yard is the new Long Island Rail Road John Caemmerer lay-up yard for passenger equipment out of Penn Station. Amtrak trains now use the cut at 43rd Street (right) that was full of colorful meat freezers in March 1963; trucks handle that business today. In early 1991 five blocks of the elevated line were torn up south of the West Coast Apartments (bottom left) in the old Manhattan Refrigeration Building at Gansevoort, where a colorful rendering of an NYC J3a Hudson (left) adorns a new wall behind which the tracks used to pass.

the hustle and bustle of American's largest city safely and efficiently.

Demise and rebirth

Throughout the 1940s and into the 1950s the West Side Line continued to function as a critical artery for the flow of food and merchandise into the city. However, highway trucks and even rail piggyback service soon cut into the boxcar and refrigerator oriented freight line. Business stayed reasonably healthy into the 1960s, but it began to rapidly disappear in the Penn Central era as trucks scurried about the warehouses and meat distributors in the streets beneath the High Line. The lucrative mail and parcel traffic went to trucks and airplanes.

Mail trains and Penn Central gave way to Amtrak and Conrail, and business on the West Side Line continued to deteriorate. The last business on the High Line south of 30th Street was three carloads of frozen turkeys in 1980, and the last traffic south of Spuyten Duyvil were some boxcars of paper for the New York *Times* in March 1983. The 100-acre site of the 60th Street yard was bought by Donald Trump to become his "Television City" complex featuring the world's tallest building, though today it remains simply the largest piece of undeveloped property on Manhattan Island.

In 1984, within a year of the closing of the West Side Line, Amtrak purchased the route north of 30th Street for $4 million as the key part of its project to reroute intercity trains from Grand Central Terminal into Penn Station ("Amtrak's new 'Empire Connection'," September '91 R&R). With its eye on future development of the High Line south of 30th Street, however, Conrail retained a freight traffic easement over the Amtrak route, and a new ramp to the elevated trackage was built as an integral part of the LIRR Caemmerer Yard / Empire Connection construction at 30th Street.

Today the elevated line is intact as far south as Gansevoort Street, although the track on it is unserviceable. The St. John's Park Freight Terminal now stands isolated as the St. John's Center office building, and the Bell Telephone Laboratories structure through which the tracks once passed is now the Westbeth Apartments. There is strong community pressure to demolish the entire High Line viaduct, and in 1991 it was cut back five blocks from Bank Street to Gansevoort. But Conrail has resisted — and won an important ICC judgment to keep the infrastructure intact north of Gansevoort for the time being. In the area around 14th Street and Tenth Avenue, the steelwork spreads above the streets with spurs into the now-blocked-off second-floor building entrances. And the tracks still lead into the huge parcel post building at 30th Street and Ninth Avenue.

Amtrak's Empire Connection has brought new life to the north end of the West Side Freight Line, but the verdict is still out on the High Line viaducts south of 30th Street. Is it a "barrier to development" or a "valuable transportation infrastructure?" For now, it's a fascinating piece of history with an unknown future.

BOB HART

Fireball Summer

by Jim Boyd

Alco diesels in historic colors have replaced steam for 1991 on the Western Maryland Scenic Railroad

The Western Maryland Railroad gained fame far beyond its Appalachian realm by adorning its steam locomotives in 1941 with a brilliant red and yellow "fireball" herald. The flaming wing around the WM's "Fast Freight Line" circular herald, combined with yellow striping and a penchant for good maintenance, gave the railroad a nationally-recognized image with its massive 2-8-0s and 2-10-0s, distinctive 4-8-4s and elegant 4-6-6-4s. Ironically, based upon the "Fast Freight Line" slogan, the fireball was not applied to the WM's passenger locomotives, most notably the modest fleet of beautifully manicured 4-6-2s.

The fireball image continued right into the diesel era as WM applied it to EMD F-units and a pair of BL2s, a horde of Alco RS3s and four FA2 cab units for road service and even Baldwin and Alco switch engines and a couple of tiny GE 44-tonners. The decoration went well on the glossy black diesel carbodies. The RS3s that replaced the 4-6-2s finally brought the fireball into passenger service before it all ended in 1958.

Wishing to shed its steam-era image, in 1954 the WM adopted the new "speed lettering" image, replacing all versions of the round herald with a big yellow "WM" and striped wings. By the early 1960s the fireball was just a pleasant memory. It was about this time, however, that the railfan community began to "discover" the Western Maryland, with its classic F-units and rugged RS3s plying main lines with tunnels and high bridges and struggling through the hills on coal branches created from former logging lines. As merger madness messed up the Northeast, the WM was a refuge of traditional first-generation diesel railroading.

The demise of the WM

Nothing as good as the WM can last in today's railroading, however. In 1968 the WM had come under the control of the combined Cheaspeake & Ohio and Baltimore & Ohio, but little visible change had taken place immediately. A rather garish red, white and black replaced the now-dignified black and yellow speed lettering in 1969, but the WM continued to operate much as it had for years. Beginning in 1973, however, it began to unravel as the new "Chessie System" responded to the economic realities of the time and began to eliminate the duplicating lines where the single-track WM was paralleled by the double-track B&O. Needless to say, the higher-capacity B&O invariably prevailed over the better-engineered WM.

In January 1976 the through traffic from Cumberland to Connellsville was pulled off the WM and moved over to the nearby B&O. The main line west up the mountain to Frostburg was retained in order to maintain a connection with the old Cumberland & Pennsylvania industrial trackage to Mount Savage. Before long, yellow, blue and vermillion Chessie colors had replaces almost all trace of any WM image — except for the stylized "WM" letters on the cabs of the Chessie-colored units (although one red and white GP40 survives on CSX to this day, but it is scheduled for overhaul and repaint before the end of 1991).

Steam returns to the WM

In the mid-1970s, Jack Showalter had set up his "Alleghany Central Scenic Railway" on the former-C&O Hot Springs branch out of Covington, Virginia, using a pair of former-Canadian Pacific G5 4-6-2s. In spite of its remote location, the Alleghany Central managed to survive in the tourist business until 1984, when trains stopped running

and Mr. Showalter began looking for a new home for his steam engines.

Meanwhile, the City of Cumberland, Maryland, was looking for a way to make a tourist attraction out of the old Western Maryland main line to Frostburg. In a deal finalized on December 23, 1986, in which the city agreed to let the B&O replace crossing watchmen with automatic gates, CSX deeded the 15 miles of the WM from Cumberland to Frostburg to the City of Cumberland. The last revenue freight traffic off the line had been three carloads of brick out of Mount Savage on August 24 of that year.

The City signed a contract with Jack Showalter to bring his Pacifics and passenger equipment to Cumberland, and work was begun to make the old WM into a viable operation. Rightly convinced that a tourist railroad needed a real "destination," the Cumberland planners decided that a restaurant in the 1891 Cumberland & Pennsylvania depot at Frostburg would be just the ticket. The last mile-and-a-half of the C&P from Switch No.9 to the depot had been torn out in 1973, and the track would have to be relaid on the steep 2.8% upgrade right-of-way. As an operational necessity on the 16-mile run from Cumberland and as an additional attraction during the train's layover, a turntable was installed just beyond the depot at Frostburg, right at the mouth of the C&P's 537-foot tunnel (built in 1856) beneath the downtown business district. The turntable is a WM original from the roundhouse at Elkins, W.Va., donated by CSX.

Under the name "Allegany Central" (compared to the Virginia "Allegheny Central"), Jack Showalter and company began steam operation on the new tourist railroad with a special run for the Governor's Conference for Economic Development on February 7, 1989, with G5 4-6-2 1238 while work was still under way installing the turntable. A weekend charter for the Chesapeake Division Railroad Enthusiasts kicked off formal operations on April 23-24, 1989, with a run to Frostburg including plenty of photo runbys and a spin for the locomotive on the just-completed turntable. During the following summer, the Pacific put on an awesome show of smoke and sound as it made its regular runs upgrade to Frostburg. And the passengers were happy, as well designed stairs and viewing platforms made the locomotive-turning a real attraction, and "The Old Depot of Frostburg" was a great place to dine.

With the concept a proven success, during 1990 the operation was reorganized as the Western Maryland Scenic Railroad under the management of the Scenic Railroad Development Corporation, a community-based non-profit company with a full time business manager. Jack Showalter was contracting as operator, and by now he had both ex-CPR G5s overhauled and available for service. The year 1990 went down as a reasonably successful season, even though revenues were tight.

TIM WILSON

THE THREE ALCOS for the Western Maryland Scenic Railroad were a colorful shambles in mid-April 1991 when they arrived in Cumberland. After a fireball paint job, though, the FPA4 and RSD5 made a fine sight on the Frostburg turntable.

The diesel option

Over the winter of 1990-91, the management of the Western Maryland Scenic Railroad did a serious study of their expenses and options. It was decided that if the operation was to properly develop, the company would need to run its own equipment and eliminate the "middle man" supplying the train. The answer would be a brand new SY-Class 2-8-2 to be ordered from Tang Shan in China. This would give the Western Maryland Scenic a reliable and economical locomotive over which they would have full cost control.

And for the 1991 season, "cost control" would be the name of the game. In a move that was initially met with disbelief from the community, the Western Maryland Scenic Railroad opted to run with diesels for 1991. Sheridan Rail Operations, Inc., of Addison, Illinois, offered a bid to operate the trains for a price of exactly half of what the steam had been costing.

These would not be ordinary diesels, however. A Geep with a patched-up paint job just wouldn't do to replace steam, even on a temporary basis, if the Western Maryland Scenic was to retain its credibility. Sheridan was supplying three diesels that were true to the Western Maryland image and would be worthwhile attractions in themselves: an Alco cab unit and two road switchers in the fireball livery.

Sheridan Rail is comprised of two partners, Raymond N. Kammer and Gary G. Baloun, both from the Chicago area. One of Gary's locomotives had made the pages of R&R in May 1982 when his maroon and red ex-Chicago & North Western RSD5 1689 was featured in a news photo on the Chicago, Madison & Northern. The unit had been part of the C&NW's Alco fleet based out of Huron, S.D., when it was retired and purchased by Gary, who at that time Gary was working as a roundhouse foreman at the C&NW's huge Proviso diesel house west of Chicago. The RSD5 was painted to match Glenn Monhart's ex-D&RGW F7A 564 for service on the CM&N's former ICRR and Milwaukee Road lines out of Janesville, Wisconsin. Although it had been stored "out of work" since the demise of the CM&N and the lines' takeover by the Wisconsin & Calumet, the RSD5 was still wearing the CM&N colors when it arrived in Cumberland this spring.

The 1689 had been built by Alco for the C&NW in April 1954 and was equipped with a steam generator for passenger service. Among its first assignments were commuter trains out of Chicago, where it bumped aside the Class E 4-6-2s (September '91 R&R, page 53). Who would have believed that 37 years later it would again be called upon to replace 4-6-2s in passenger service?

After they discovered that the mystique of the Mexican Alco PAs did not also apply to their fleet of FPA4s that had been returned from VIA, the Canadian National "got sensible" about the prices they were asking for the 251-engined passenger units. As a result, Gary purchased FPA4 6771 and found

an immediate home for it on the Western Maryland Scenic.

The boomer RS3

Ray Kammer's contribution to the cause was a rather ordinary-looking Alco RS3 that turns out to be the most historically interesting unit of the bunch. It was built in 1954 as Boston & Maine 1508 and was equipped with a steam generator for passenger service, primarily for Boston commuter trains. When its passenger duties disappeared, the 1508 went into freight service, but its boiler was not removed. By 1973 it was one of the last four RS3s in service on the B&M and spent considerable time on loan to the Delaware & Hudson trading off hours for D&H power used by the B&M when it was detouring because of a collapse in Hoosac Tunnel in August 1972.

The beginning of Amtrak on May 1, 1971, and the resulting end of D&H passenger service had put the Delaware & Hudson's famous four Alco PAs out of a job. Within a few months the 17 and 19 were traded to General Electric and the 16 and 18 were leased to Steam Tours for excursion service. With all four PAs off the property and the D&H under the thumb of the Erie Lackawanna, it looked like the end had come for D&H passenger service and the PAs.

Then came the "Divine Wind" in the form of Hurricane Agnes in the summer of 1972 that caused considerable havoc on the EL and ultimately forced it into bankruptcy. The D&H was thus free of the EL, and C. Bruce Sterzing became president. An unabashed railfan, Sterzing immediately brought the four PAs home and in 1974 had worked with New York State and Amtrak to have a state-subsidized *Laurentian* returned to the D&H Albany-Montreal route. In a very unusual move, Amtrak agreed to let the D&H run the train with its own equipment and motive power: the four PAs.

For that kind of regular service, however, the PAs would need a major overhaul, and the D&H opted to have them completely rebuilt with 251 engines by Morrison-Knudsen at Boise, Idaho. With the start-up of service at hand, the D&H needed an immediate infusion of passenger power. As a result, in July 1974 it traded two freight Alco RS3s (4075 and 4082) to the Boston & Maine for the weary but boiler-equipped 1508 and 1536. They went into Colonie Shop for a thorough overhaul and emerged in fresh D&H lightning stripe but retaining their B&M numbers. After overhaul, the 1508 and 1536 became the first, last and only RS3s to be regularly assigned to any Amtrak passenger trains.

When the PAs returned from Boise, the RS3s went into freight service, their leases became purchases, and they were renumbered D&H 4075 and 4082. The 4075 remained in service on the D&H until the middle of 1984, when it was retired and then leased to the Steamtown Foundation which was just beginning operations at its new home in Scranton, Pennsylvania. The "dip-blue" RS3 became a common sight working with the ex-CPR 4-6-2s on Steamtown's ex-DL&W line to Moscow, Pa. After the National Park Service took over the Scranton operation in 1987, Ray bought the 4075 for $17,000 at the Steamtown equipment auction on October 29, 1988.

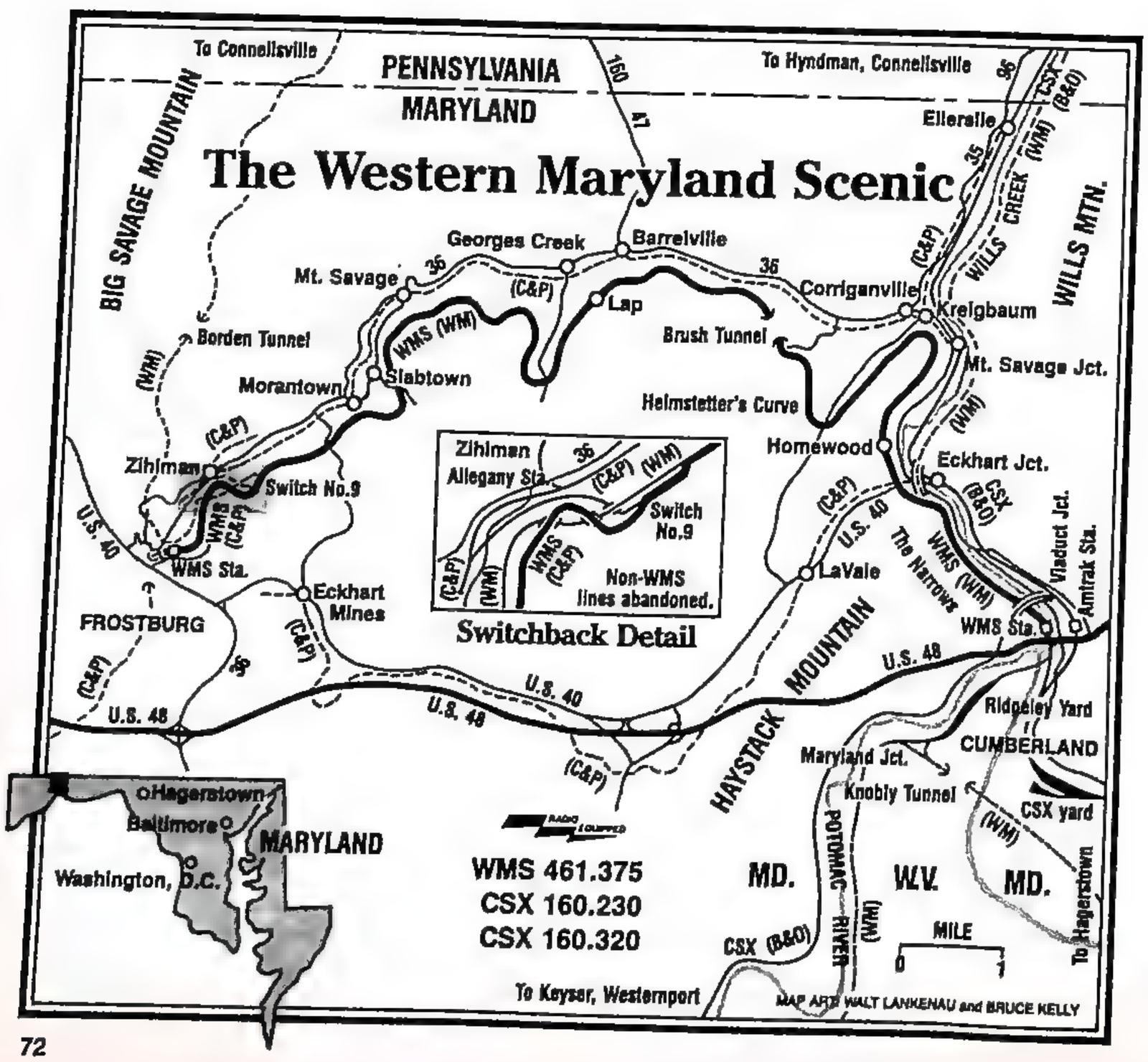
Black paint and fireballs

The three Sheridan Alcos were a pretty rag-tag looking bunch when they arrived at Cumberland in the spring of 1991. Initial plans called for doing the RS3 in the fireball scheme, while the FA would be rendered in the more modern black and yellow speed lettering. Fortunately, they painted the RS3 first and were so impressed with the results that the decision was made to do all three units in the fireball livery.

Since the Western Maryland had rostered FAs and RS3s, it was decided to give the VIA 6771 and D&H 4075 the "next digit up" in their respective classes from the WM roster. Thus the FPA4 became the 305 after WM FA2s 301-304, and the RS3 was 199, after WM RS3s 185-198. Since there was no precedent for an RSD5 on the WM, the 1689 got the fireball livery but retained its C&NW number. And, incidentally, those dazzling fireballs were hand painted on the units by Melanie Wilson, the wife of one of the railroad's volunteer enginemen.

The Western Maryland Scenic Railroad kicked off its 1991 season right on schedule on the May 4-5 weekend. The operation calls for two trains a day on Saturday and Sunday, departing Cumberland's former-WM passenger station at 11:30 a.m. and 3:30 p.m. and only the 11:30 a.m. train on Tuesday through Friday. Each trip includes a 90-minute layover at Frostburg. This schedule runs through the end of October, with November dropping down to just the 11:30 a.m. train on weekends only.

Since the turntable at Frostburg will hold two diesels together, it can readily perform its function as the "switch" at the end of the run-around track. But since the combined units overhang the rails so much, they cannot be turned around because they will not clear the fences that surround the pit. Thus, with two units as normal power on the run, you will have one unit leading westbound and the other leading on the eastbound return. This is fine for either riders or photographers, because except for running the FA in the lead backwards, there is no possible way to lash up any combination of those three units that looks bad. With the RS3 or RSD5 leading and the FA against the train, it looks like a typical WM passenger train (on which the WM used RS3s almost exclusively). With the FA leading, it looks just fine, as well.



TWO KODACHROMES. JIM BOYD

THE AFTERNOON TRAIN returning from Frostburg was swinging downhill through Helmstetter's Curve with the FPA4 and RSD5 on Sunday, June 30, 1991. This classic spot, made famous by steam photographers, is still the best place to shoot the Western Maryland Scenic. Earlier that day, the colorful fireball gleamed on the side of RS3 199 (right) during the layover at Frostburg. The same units usually make the monring and afternoon runs, but an "odd sound" in the fan eddy clutch of the 199 caused them to swap it out for the RSD5 on the afternoon trip. Back in June 1968, Canadian National FPA4 6771 and a matching FPB4 (below) had a passenger train eastbound out of Toronto. This unit would see service in VIA Rail Canada yellow and blue before being sold to Gary Baloun and coming to the WM Scenic for fireball paint.

EKTACHROME: JIM BOYD

KODACHROME JIM BOYD

GARY BALOUN'S former-Chicago & North Western RSD5 1689 was in fresh Chicago, Madison & Northern paint at Monroe, Wisconsin, in early January 1982 as it was working on the former Milwaukee Road line from Janesville to Mineral Point.

KODACHROME PRESTON COOK

Since the turntable is an attraction itself at Frostburg, when operations permit, they will uncouple the units and give one of them a spin a few times around for the passengers to photograph from the stairs and landings on the nearby hillside (a 28mm wide angle lens will just let the pit fill the frame from the top landing). As one might expect, it's a real crowd pleaser.

The Western Maryland line to Frostburg is a picturesque railroad that twists and turns as it climbs Piney Mountain and Federal Hill, punching through the 914-foot Brush Tunnel on the way. The train ride is well worth the $12.50 basic fare to see the scenery and hear the Alcos work on the hill.

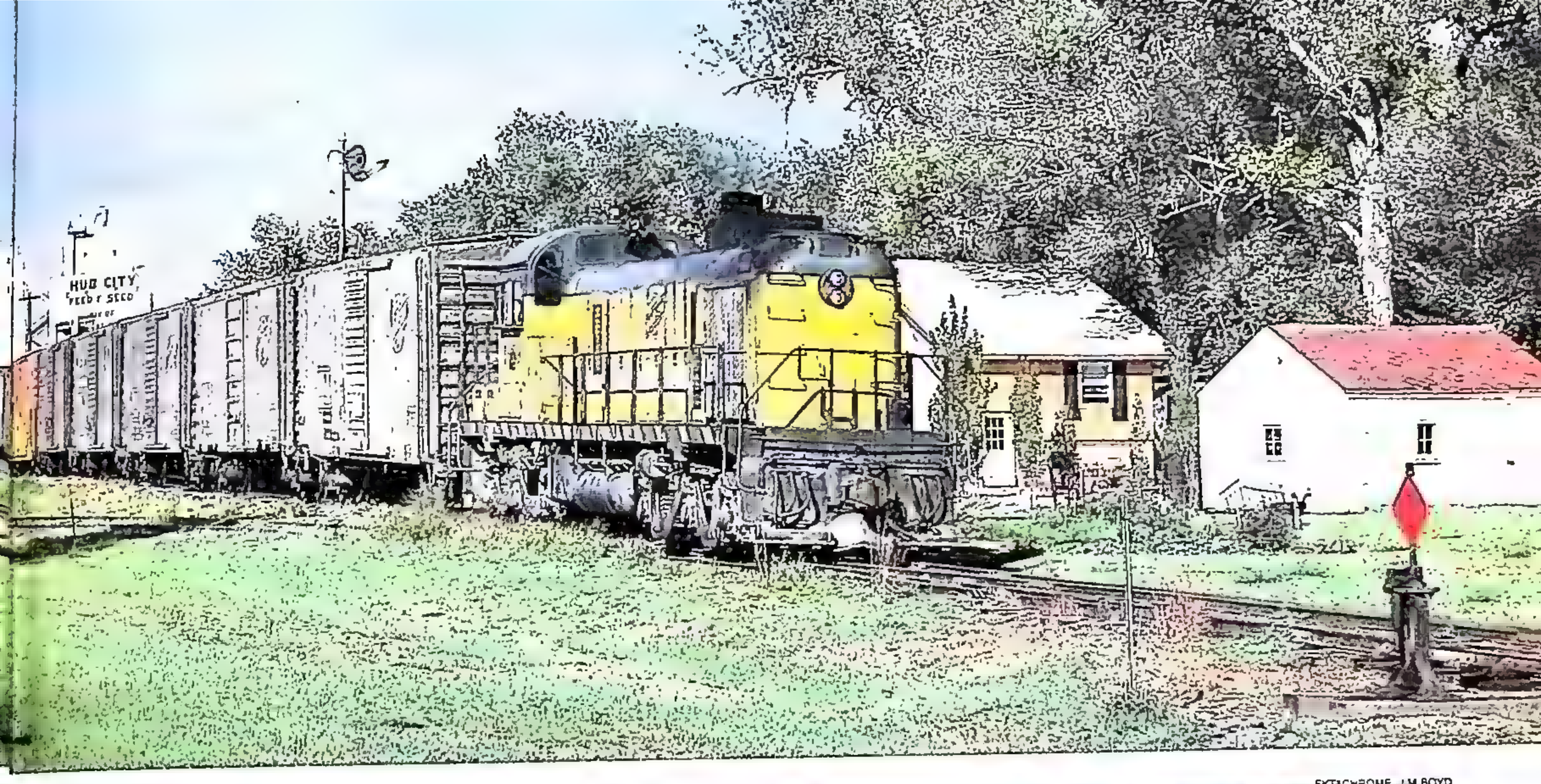
The track is the old WM main line, and the speeds are fairly brisk, making chasing difficult at best. You have to plan well to get more than two shots per trip up or down the hill. For a first time visitor, don't miss the classic views at Helmstetter's Curve on Cash Valley Road. After that, get a good map and use some common sense. Even with moderate weekend traffic, it is difficult to beat the train from the Cumberland depot to Helmstetter's Curve, so leave before departure time and set up your first shot on a good spot out on the line. Use your brains and not your accelerator to get good photos and be a safe and polite visitor on the residential roads that lead to the tracks.

KODACHROME JIM BOYD

1991 for sure; maybe '92

The Western Maryland Scenic Railroad has, indeed, ordered an SY 2-8-2 from Tang Shan, although by late July 1991 the deal had not yet been "closed." The railroad is working with J. David Conrad, who shepherded the Valley Railroad and Knox & Kane engines through their construction and wrote the American "specs" for them. There is speculation that a replacement for the sunken NYS&W Mikado may also be built alongside the Western Maryland engine over this upcoming winter, and transporting the two together would cut down on ocean shipping costs (or make future deep-sea salvage efforts more worthwhile).

Meanwhile, the summer and fall of 1991 hold the only guarantee of fireball Alcos in their full glory. Gary and Ray both want to get back home to the Midwest with their locomotives, although one or two of the units will stay on hand until the steam locomotive is delivered and established in service next year — and there is a fair chance that all three will start off the 1992 season just as they leave off the 1991. But if you don't want to miss the fireball Alcos on Helmstetter's Curve and chugging through the Narrows, get yourself to Cumberland this year, just to be sure.



EKTACHROME J.M. BOYD

CHICAGO & NORTH WESTERN RSD5 1689 had long since given up its "Route of the 400" zebra stripes (September '91 R&R, page 53) and passenger assignments when Preston Cook found it working a string of 40-foot boxcars (**above**) at Aberdeen, South Dakota, on September 19, 1977. Only the number remained the same as it headed the afternoon train uphill around Helmstetter's Curve (left) on the WM Scenic on June 30, 1991. Although some trees have grown up around the edges, Helmstetter's Curve has the same flavor today (below) that it had in November 1967 (right) when an RS3 and two F-units were drifting downhill after pushing a westbound WM freight up to Deal, Pa.

BOTTOM: KODACHROME, JIM BOYD

FOUR KODACHROMES· JIM BOYD

WM SCENIC RS3 199 began life as boiler-equipped Boston & Maine 1508 and was swapped to the D&H in 1974 for freight RS3 4075, which got new B&M colors and the 1508 number, as shown (above) at Mechanicville in May 1975. Three months earlier, the "real" 1508 was wearing fresh D&H colors as it worked the northbound *Adirondack* (top) with ex-B&M 1536. It was in "dip blue" as D&H 4075 (right) at Steamtown in October 1984.

BY JIM BOYD

Dick Jensen, 1931-1991

JIM BOYD

One of the true pioneers of the steam excursion business died after a bout with cancer on March 16, 1991. History will probably remember Chicagoan Dick Jensen as a classic victim of the Shakespearean theme that, "the evil that men do lives after then; the good is oft interred with their bones." Most people think only of the recent scrapping of Grand Trunk Western 4-6-2 5629 when Jensen's name is mentioned — and then go on to remember the CB&Q O5b 5632 and a similarly ill-fated Nickel Plate Mikado.

While it is true that Jensen did let these three locomotives get scrapped after efforts were made to preserve them, it should be remembered that he was responsible for those "efforts" in the first place. A working man with a bread route for a commercial bakery and not a Ross Rowland with a seat on the commodities exchange, Dick Jensen committed his meager resources to preserving *and operating* main line steam locomotives at a time when few people imagined that such a thing was possible. In the mid-1960s, it was Dick Jensen and his GTW 4-6-2 that bridged the gap between GTW and CB&Q railroad-operated excursions and the parade of "volunteer group" locomotives that began following a decade later. At a time when the Southern steam program was in its infancy and the UP was unleashing the 8444 only once or twice a year, it was "Jensen's Pacific" and "Benson's T-1" (Bill Benson and Steam Tours' ex-Reading 4-8-4 2102) that kept steam alive in the Midwest.

Dick Jensen was a mechanic and not a businessman — no smart businessman would have gotten into the steam business in the first place (no offense, Ross). He made his locomotives run with long hours and hard work instead of a bank account. And his undoing came about in the early 1970s when the railroads were getting themselves out of the passenger business and could not provide the coaches, insurance and support staff that had made the pre-Amtrak steam excursions relatively simple affairs arranged with the "passenger department."

Born around 1931 (we have seen no published date), Dick began taking steam locomotive roster photos after World War II, and fellow roster shooter Charlie Felstead recalls that after the "big steam" disappeared and most of the roster fraternity closed up their camera cases, Dick continued to pursue the "little stuff" into the backwoods. Then he decided to abandon photography and take up the "real thing" by buying a locomotive: Grand Trunk Western 4-6-2 5629.

After a couple of trips on the B&OCT, Dick was convinced that his prize Pacific was a mechanical disaster because it rode so rough. He was going to do a tear-down of the running gear after completing his first trip on the GTW, which had already been scheduled and ticketed. As they were bounding down the main line toward South Bend, Dick asked GTW Road Foreman Bud Young about the chaotic ride. Bud reportedly just grinned and replied, "If she ever smooths out, you'd better jump — 'cause she's off the track. This engine has always ridden like this." From that day on, Bud Young became part of Dick's "crew" of volunteers. Some other familiar names within today's steam fraternity have been associated with Dick Jensen over the years, including J. David Conrad of the

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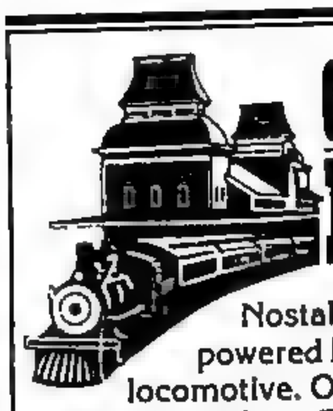

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Illinois Railway Museum and Valley Railroad in Connecticut, Jerry Hebda of the Green Mountain Railroad and Dick Yager of the SP 4449 crew (I'll never forget GTW 2-8-2 4070 at the C&WI 47th Street Roundhouse as Jensen was readying her for a fantrip after a contract rebuild job and the image of Yager cursing loudly as he was trying to paint around the throat sheet of the firebox with a two-inch paint brush).

Jensen himself was a strange individual, tall and somewhat awkward, with a quiet manner of speech. For a skinny guy well over six feet tall, however, he had powerful arms and could wrestle pipes and machinery that would intimidate anyone else. While he had numerous friends, he always seemed to be a "loner," and he often tried to resolve his problems by simply ignoring them (which resulted in getting a couple of those locomotives scrapped when storage became a problem).

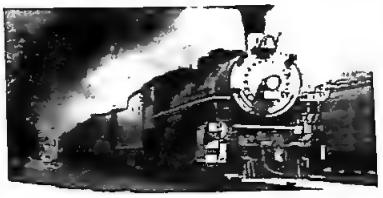
Dick's last really successful project was the contract rebuild on Texas & Pacific 2-10-4 610, which he did in Texas for its participation in the *Freedom Train*. Not too long thereafter, he was injured in an accidental fall from a third-floor window while helping a friend hoist a refrigerator into a Chicago apartment. The aftermath of the broken bones never completely went away, and after that Dick was unable to handle the strenuous work that he had always done on his locomotives.

The railfan community lost a true friend with Dick Jensen. He kept an entire generation in touch with steam at a time when it looked like it would be gone forever. Tallying up all the plusses and minuses, I, for one, find Jensen's legacy well into the black. He contributed a lot to all of us.

Perhaps the best way to remember Dick Jensen is with an image of a cool morning at the 47th Street Roundhouse with 5629 steaming contentedly inside as Dick arrives in his beat-up Edsel station wagon and steps out in already-grimy coveralls. A whole trainload of people will be treated to a superb day on the main line because of this mechanic who simply wouldn't let steam die.

next month in RAILFAN & RAILROAD

● TWENTY FIVE YEARS OF STEAM IN DIXIE: John Craft looks at the locomotives and people that have contributed to 25 years of steam operation on the Southern Railway and Norfolk Southern, from green Mikado 4501 to the powerful N&W 2-6-6-4 1218 and everything in between.



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And, by the way, Dave Conrad says that Edsel wagon is still in a junk heap at the Hesston Steam Museum in LaPorte, Indiana. It ought to be preserved.

More Empire Connection trains

Since we went to press with the story on Amtrak's Empire Connection in the September '91 issue, Amtrak has added two additional Sunday-only trains that do not show up in the April 7, 1991, public timetables. Effective May 5 through October 20, 1991, the *Hudson Valley Express* between New York and Albany-Rensselaer will depart Penn Station westbound as No.267 at 6:45 p.m. and arrive at Albany at 9:08. The eastbound No.270 will leave Albany at 8:10 p.m. and arrive in Penn Station at 10:32. These Turboliners are Sunday-only trains.

Belfast & Moosehead Lake reprieve

Since we published George Melvin's article on the Belfast & Moosehead Lake ("Maine's Quintessential Short Line") in the August '91 issue, the City of Belfast sold controlling interest in the railroad to a group of local businessmen who intend to pursue the tourist business with renewed vigor. Tourist trains will be their primary focus, and the line's freight embargo will not be lifted (there hasn't been any freight business in six months, anyhow) unless something *big* comes along.

A full schedule of excursions is being established for the remainder of 1991 using the 70-ton diesels with an extended trip to Brook Station. The new owners intend to invest considerable money in the railroad and its advertising and promotion budget. For further information on schedules you can write to the B&ML, Water Street, Belfast, ME 04915, or call 207/338-2330.

Steamtown's superintendent honored

The Mid-Atlantic Region of the National Park Service has 22 superintendents, and for 1991 Dr. John Latschar of the Steamtown National Historic Site was selected as the Re-

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WANTED: BONDS, stocks, timetables, annual passes! Ken Prag, Box 531RFW, Burlingame, CA 94011. 415-566-6400. 292

WANTED: NYC HUDSON division ett, photos, track layouts and other pertinent documents and information for developing history. Jack Shufelt, 2401 Golden Shore Dr., Fenton, MI 48423-1058. 1191

WANTED: Scenic train slides of the Marias Pass, the Northwest, Empire Builder. Spyker, RD2, Box 2152, Stewartstown, PA 17363. 192

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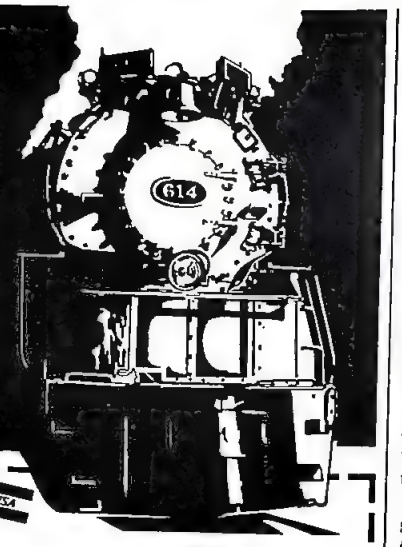

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gional "Superintendent of the Year." To quote the Park Service, "he was selected due to his long list of achievements during his tenure as superintendent."

Steamtown became a National Historic Site in 1986 and opened to the public in 1988. John Latschar arrived in Scranton in May 1988, only two months before the park opened to the public, and he has done an excellent job of juggling the often-opposing forces of business, politics, the general public and railfans. Those of us who have worked with him know that it was a rough job, but John is a patient listener and has a good sense of "balance." He has let the knowledge of the railfan community work its way into the long range policy and short term operations of the park, and he is genuinely interested in doing things "right" – not just "by the book," because the book never expected the Park Service to be running a railroad.

As an example of one of John's recent decisions, he backed the proposal for the Volunteers' Association to operate the Steamtown gift shop and book store, rather than bringing in the standard Park Service vendors who know little or nothing about railroading. As a result, in addition to the usual "tourist stuff," the Steamtown store will be stocking a solid inventory of railfan books, magazines and videos. And the revenues can then be used to support restoration projects and special events like the Photographer's Weekends.

The honor is well deserved, and it is also a vote of confidence on the part of the Park Service for the direction in which John Latschar is leading Steamtown. Let us add our

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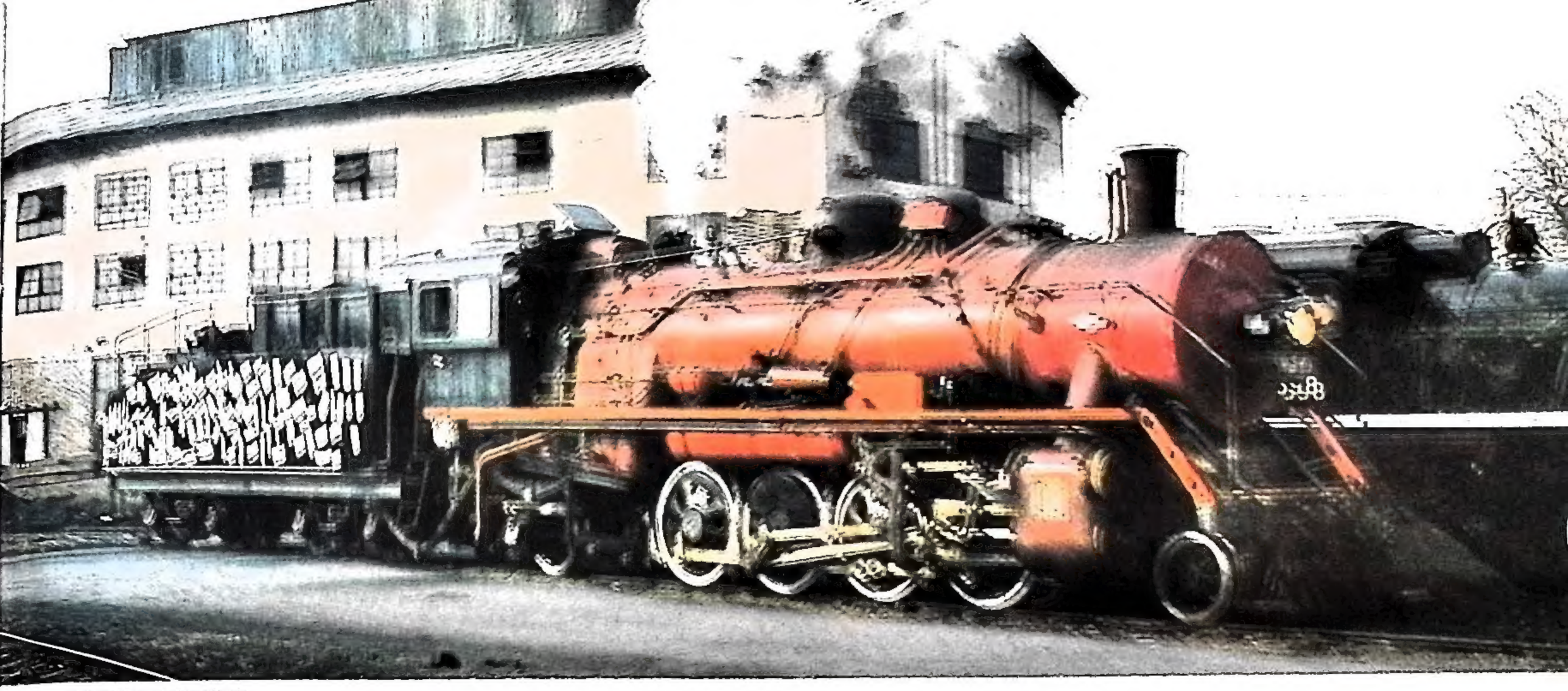
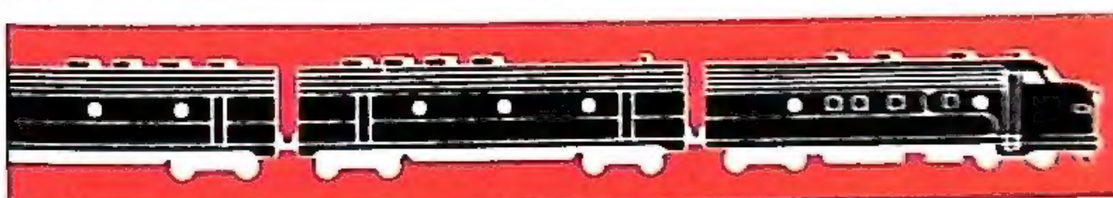


KODACHROME: RON ANDERSEN

NYS&W's CHINESE 2-8-2 1698M looked like this in December 1990 as it awaited paint at China's Tang Shan Locomotive & Rolling Stock Works before shipment to the U.S. But she's probably looking a bit different now, as the Susquehanna in July released a report that the 300-foot Norwegean cargo ship *Braut Team* carrying the locomotive sank in the Bay of Bengal, north of the Indian Ocean, on June 7. The railroad had planned to launch tourist steam operations by autumn 1991. See page 48.

own congratulations for an ongoing job well done.

Incidentally, plans for the 1991 Photographer's Weekend on September 13-15 are shaping up nicely. Canadian Pacific has agreed to a Saturday trip over the Delaware & Hudson to Binghamton, including a number of photo runbys in each direction — and with the Scranton turntable installed, the engine (CPR G3 2317) can be wyed at Binghamton and run forward in both directions. A night photo session will be held Saturday night, and there will be the popular runbys staged in the yard area on Sunday. See TIMETABLE for further information.



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- SAN DIEGANS: *Along the Surf Line plus San Diego surprises.*
- COAST STARLIGHT: *Pounding Pacific waves; Cruesta Pass, Salinas Valley.*
- RAILFAIR: *Gold Spike Day tributes; San Jose Trolley ride, more.*
- CALIFORNIA ZEPHYR: *Over snowy Donnar Pass to Reno and return - WOW!*
- COAST STARLIGHT: *Beautiful morning descent of the Cascades, on to Portland.*
- EMPIRE BUILDER: *Columbia River Gorge; Dawn through Glacier!*

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KODACOLOR GOLD 100 (TOP) AND KODACHROME (ABOVE): STEVE FREER

SOUTHERN POWER returned to the Norfolk Southern steam program on June 24, 1991, as veteran SR 2-8-2 4501, restored by the Tennessee Valley Railroad Museum, ran a freight ferry move to Asheville, N.C., for a weekend of excursions. On June 22, TVRM's ex-TVA Baldwin switcher 7467 (left) was photographed in new Nashville, Chattanooga & St. Louis livery. See page 48.

KODACHROME: PHIL ROTH, CHARLES WILLER COLLECTION

NKP 2-8-2 587 made quite a sight on the street trackage in Elwood, Indiana, during its run from Frankfort to Muncie on ex-N&W track with the Mid-Cities Special on June 30. See page 48.

Railnews

KODACHROME: JOHN E. SHAW, JR.

SP&S 4-8-4 700 steamed past SP's Brooklyn Yard in Portland on June 16 after being on display at Union Station. The round trip of eight miles from the Brooklyn Roundhouse marked the 700's first outing since Yakima Railfest in 1990. See page 48.

GREAT WESTERN RAILWAY No.75, helped by MRL diesels, charged west out of Livingston, Montana, on July 5 (below) pulling a special train for movie filming work. See page 48.

FUJICHROME: KYLE BREHM

STEAM

SACRAMENTO

Four of the largest steam locomotives attending Railfair '91 in Sacramento, California, arrived pulling special trains. Pentrex captured some fantastic images of steam at work as the engines headed for the exciting West Coast event.

Union Pacific 844 and the 3985 departed Cheyenne, Wyoming for California on April 15. Pentrex followed the entire route of these magnificent machines as they double-headed their way west.

Pentrex crews also captured Southern Pacific Daylight engine 4449 on its two-day trip from Portland, Oregon to Sacramento. The engine makes a magnificent sight as it works through the mountains of Oregon and California.

Experience the excitement as Southern Pacific 2472, a Pacific type engine, makes its first run following a lengthy restoration. Later, Southern Pacific engines 2472 and the 4449 double-headed an excursion train to Oakland, California. That was the first time steam engines had double-headed on the Southern Pacific in many years.

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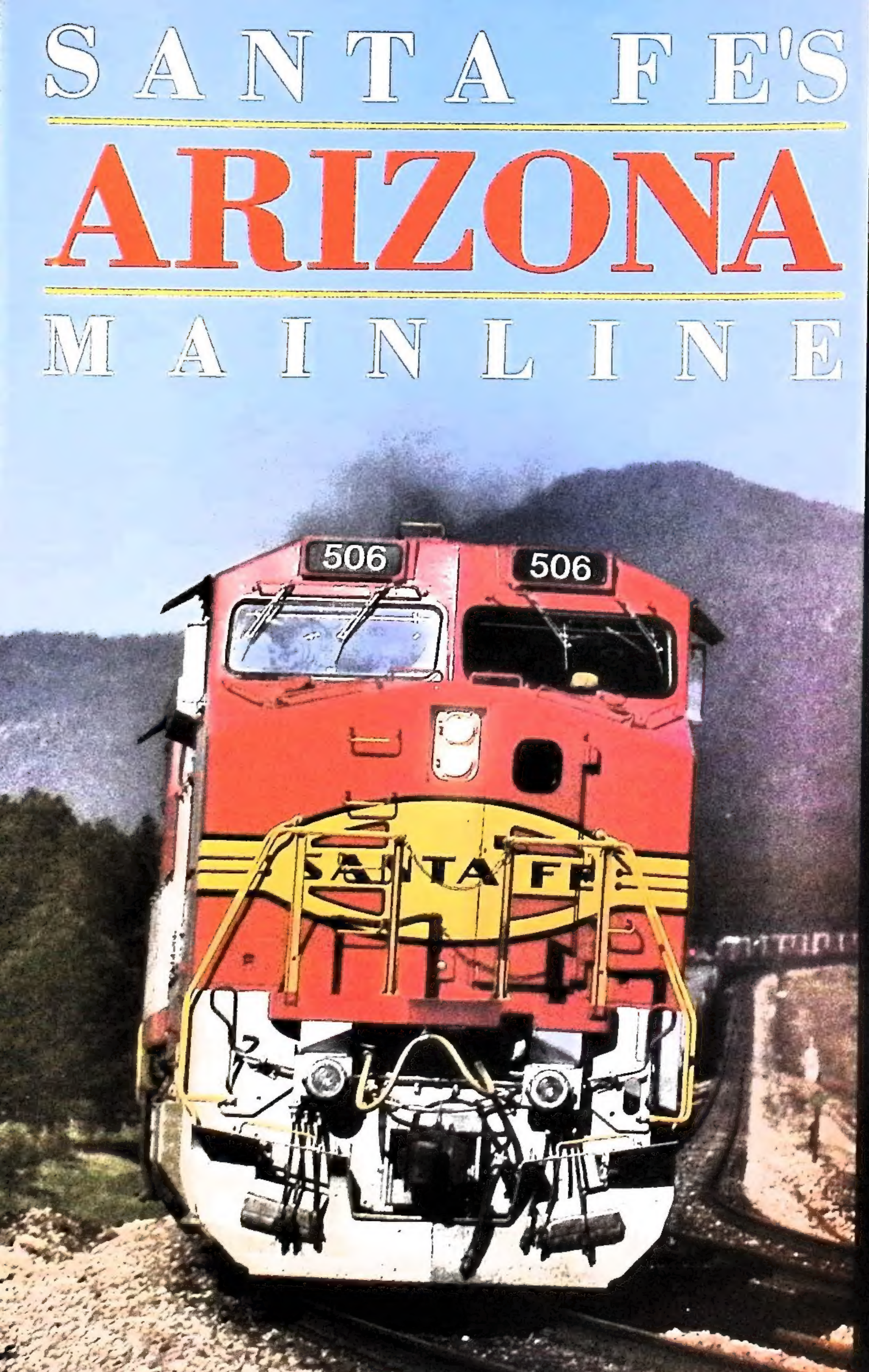

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The flashy red and silver warbonnet locomotives are back, and you'll see both Electro-Motive and General Electric engines pulling hot trains across the state. The impressive Canyon Diablo Bridge provides a beautiful background for the warbonnets. Amtrak's *"Southwest Chief"* is seen racing through scenic western landscapes. The action in Kingman Canyon is non-stop as trains pass through this photogenic location. All the splendor of the Southwest is captured in this exciting tour of Santa Fe's Arizona mainline.

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